The Hong Kong Daily Press.

No. 5347 第五千三百四十七號 同治甲戌年十一月三十日 HONGKONG, THURSDAY, 7TH JANUARY, 1875. 英正月七號 禮拜四 香港 [PRICE $2½ PER MONTH

Arrivals.

January 6, REGALIA, British steamer, 607, Harrison, Saigon 29th December, Rice.—LEMBKE.

January 6, KWANGTUNG, British str., 491, Pitman, Foochow 3rd January, Amoy 4th, and Swatow 5th, General.—D. LAPRAIK & Co.

January 6, ADRIA, British steamer, 781, W. E. Breeze, Saigon 28th December, Rice.—HOP-KEE.

Departures.

January 6, ARDENT, for London.
January 6, H.M.S. CHALLENGER, for Manila.
January 6, BOMBAY, str., for Yokohama.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JANUARY 6TH.

Yesso, str., for East Coast.
Three Brothers, for Touron.

Passengers.

ARRIVED.

Per *Regalia*, str., from Saigon:—
45 Chinese.

Per *Kwangtung*, str., from East Coast:—
Mrs. Moran and child, Messrs. MacClymons, Pereira, Parlby, Richardson, Kirby and 1 Chinese cabin, and 1 European and 216 Chinese deck.

Per *Adria*, str., from Saigon:—
14 Chinese.

TO DEPART.

The following passengers proceed by the P. & O. Co.'s str. *Thibet*, to-day, at noon:—
For Singapore.—1 Chinese. For Bombay.—Capt. J. C. Almond, Messrs. C. Gadd, S. Cursetjee and native servant, A. Abrahim, Abdool Kader. For Suez.—Messrs. R. W. Hinmers and Bottomley. For Southampton.—Dr. Wm. Loney, Messrs. John Gill, W. Chalmers, Pietro Cavamelli and Palmer.

Per *Gwalior*, str., for Shanghai:—
Messrs. J. Blomfield, M. Kalbe, H. F. Holt, and Fitzgerald.

Per *Yesso*, str., for East Coast:—
4 Cabin and 300 Chinese.

Per *Three Brothers*, str., for Touron:—
32 Chinese.

Reports.

The British steamship *Adria* reports left Saigon on 28th December, and had strong N.E. monsoon and heavy sea throughout.

The British steamship *Regalia* reports left Saigon on 29th Dec., and had a succession of gales throughout from the N.E. with a heavy sea.

The British steamship *Kwangtung* reports left Foochow on 3rd January, Amoy on the 4th, and Swatow on 5th. From Foochow to Amoy had strong N.E. winds and fine weather with heavy N.E. sea. To Swatow moderate monsoon and fine weather, and from thence light monsoon and fine weather to arrival. In Foochow, the steamer *H. C. Orsted*. In Amoy, steamships *Menelaus*, and *Ho chung*, H.M.S. *Growler*, and Chinese gun-boat *Ling-feng*. In Swatow, the steamer *Europe*. The steamship *Douglas* left for Amoy at noon. Passed the steamer *Yotsung*, bound in; passed a steamer off Breaker Point, bound North, at 7 on the evening of the 5th, and passed the steamer *Hailoong* at midnight.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	*From.*	*Date of Arrival.*
Vicenta	Manila	Nov. 13
B. Ventura (s)	Manila	Nov. 19
Whitehall	Iloilo	Nov. 22
Ascalon	Foochow	Nov. 25
Lotus (s)	China Ports	Nov. 26

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	*From.*	*Dates.*
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Canton	Falmouth	June 29
Brema	New York	July 10
Fontenaye	London	July 13
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 18
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 15
Bonita	Cardiff	Sept. 18
Varuna	Hamburg	Sept. 19
Nankin (s)	London	Sept. 20
Life Brigade (s)	Shields	Sept. 26
Fluellin	Sunderland	Oct. 5
Miako	London	Oct. 7
Chusan (s)	Glasgow	Oct. 8
August Frederick	Swansea	Oct. 13
Livingstone	Kiel	Oct. 23
Green Jacket	Penarth	Oct. 24
M. Washington	Boston	Oct. 24
McNear	Newcastle	Oct. 30
Castria	Shields	Oct. 31
Eleanor	London	Nov. 4
Papa	Hamburg	Nov. 5
Harwich	Liverpool	Nov. 6
Admiral Tegetthof	Cardiff	Nov. 8
Anna Dorothea	Swansea	Nov. 8
Montgom'yshire (s)	London	Nov. 10
Dorothea	Cardiff	Nov. 11
Osaka	London	Nov. 12
Sarpedon (s)	Liverpool	Nov. 13
Sophie	London	Nov. 13
Panama	Cardiff	Nov. 13
Ceylon	London	Nov. 17
Fleurs Castle (s)	London	Nov. 20
Hiberian	Glasgow	Nov. 20
Villa Franca	Liverpool	Nov. 21
Juno	Cuxhaven	Nov. 23

Auction Sales to-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

NOTICE TO MARINERS.

THE Government of Japan publishes on the 12th Month (December) of each year, for the use of Mariners, a

DESCRIPTIVE LIST
OF ALL THE
LIGHTHOUSES, LIGHT SHIPS, BUOYS, AND BEACONS,

Established by them—giving the characteristic appearance and correct bearings of each.

Mariners are requested not to purchase any List except that for the year current at the time of purchase, as changes or corrections may have been made, and no reliance can be placed on any List which has been published for a preceding year.

Copies of the List for the 8th year of Meiji can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. KIRBY & Co., at Kobe; from Messrs. ADAMS & Co., at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama.

PRICE, 25 CENTS.

SATOW YOZO, TODAI NO KAMI.
R. HENRY BRUNTON, *Engineer*,
Lighthouse Department, Benten, Yokohama, 12th Month, 7th year of Meiji, (December, 1874.)

1m 2151]

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND........ 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.

Chief Manager,
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 „ 4 „ „
12 „ 5 „ „

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.

6m 1139] [July 21, 1874.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & CO.'S PRAYA PREMISES.)

THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD, Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA „	QUEEN'S „
SEED „	ASSORTED „
SULTANA „	GINGER „
TIFFIN „	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.

Plain Biscuits.

SODA BISCUITS.	BUTTER BISCUITS.
WATER „	ABERNETHY „
WINE „	RICH CHEESE „

Also,

Oatmeal Cakes; Breakfast Buns, plain and with fruits; Soda Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Bread; French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.

WEDDING and CHRISTENING CAKES made and decorated.

1m 9 Hongkong, 1st January, 1875.

CHRISTMAS BEEF.

THE Undersigned is prepared to supply FAMILIES AND MESSES
WITH
PRIME CHRISTMAS BEEF.
CORNED BEEF,
OX TONGUES,
TURKEYS,
OYSTERS,
&c., &c., &c., &c.
F. HUTCHINS, *Amoy.*

All Orders sent to J. R. WHITE, "Stag Hotel," will be punctually attended to.

1m 2111 Hongkong, 16th December, 1874.

NOTICE.

A SECOND DIVIDEND at the rate of Six per cent. of the Estate of the WING CHEUNG SHUN 永祥順 will be payable on or before the 4th January, 1875, for the benefit of their Creditors, who are requested to take their seals and to apply to the CHUN CHEONG WING HONG, No. 77, Bonham Strand West, for their Shares of Dividend. Those Creditors who have not applied for the first Dividend of 20 per cent. of the said Estate are requested to do so immediately, as the Undersigned will not hold themselves responsible for any consequence that may be occasioned by delay.

This Notice is given in order to prevent future disputes.

JOHN F. CORDES
AND
WONG YIK FUN.

1m 2108 Hongkong, 31st December, 1874.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer Books of this Company will be CLOSED from the 28th instant until the 9th proximo, both days inclusive.

A. NEWTON, *Manager.*

25d 2110 Hongkong, 15th December, 1874.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

tf 1150 Hongkong, 11th May, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

Intimations.

CHINESE IMPERIAL GOVERNMENT LOAN,
FOR £627,615 STERLING.

FIRST ISSUE £539,748 18s. 0d. STERLING.

INTEREST.

8 per cent. per Annum, payable in Foochow on 19th June and 19th December of each Year, till 1894 inclusive.

THE CORRESPONDING DATES IN HONGKONG ARE 30TH JUNE AND 31ST DECEMBER IN EACH YEAR.

THE CORRESPONDING DATES IN LONDON ARE 19TH AUGUST AND 19TH FEBRUARY IN EACH YEAR.

PRINCIPAL.

Repayable in Foochow, 3/20ths on 19th June, 1876, thereafter 1/20th every 6 months. Bonds to be drawn in London, first drawing to take place during the month of June, 1876. All payments of Interest and Repayment of Principal are to be made through THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SECURITY.

Certain portions of the Imperial Foreign Maritime Customs Revenues of China assigned to THE HONGKONG AND SHANGHAI BANKING CORPORATION,

IN TRUST FOR THE BONDHOLDERS.

ISSUE PRICE Ninety-five per cent. at Exchange 4/1½ per Dollar ($462.94).

THE HONGKONG AND SHANGHAI BANKING CORPORATION will receive Subscriptions in Hongkong and in Shanghai for 3,000 Bonds of £100 each, or £300,000 of the above Eight per cent. Chinese Imperial Government Loan, repayable at par by drawings in London, the first drawing to take place during the month of June, 1876, thereafter every six months until the Loan is paid off.

The Bonds are to Bearer, and are of £100 each. They will be dated Hongkong, 31st December, 1874.

Subscriptions will be received by the above Bank at the price of £95 per £100 Bond, with exchange 4/1½ per dollar, Hongkong Currency, payable in the following instalments:—

£ 1 or $ 4.87 per Bond on Application.
£ 4 or 19.49 „ „ on Allotment.
£90 or 438.58 „ „ {Ten days after Allotment.

£95 or $462.94

The Subscription Lists in Hongkong and Shanghai will close at 1 P.M. on Saturday, the 16th January, 1875, after which time no Subscriptions will be received.

Interest on the full nominal amount of each Bond accrues in Hongkong, from the 31st December, 1874. Subscribers have to pay Interest on the same amount at Eight per cent. per annum from that date until the date of payment of the last instalment.

Subscribers may pay up in full on allotment.

Public drawings for the redemption at par of the Bonds are to be made in London in the months of June and December of each year, beginning in June, 1876, in presence of the Bank's London Manager and of a Notary Public. The Bonds drawn will be paid off at par and the numbers will be duly advertised in at least two of the principal London Newspapers and the *Hongkong Government Gazette.*

The Coupons and Drawn Bonds are payable at the Office of THE HONGKONG AND SHANGHAI BANKING CORPORATION in Hongkong, and at its Branches in London and elsewhere.

These Bonds are issued in the name of the Imperial Government of China, under authority granted to the above Bank by His Imperial Majesty the Emperor of China, by Articles of Agreement made at Foochow on the 28th day of November, 1874, and Principal and Interest are secured by the hypothecation of certain portions of the accruing Imperial Foreign Maritime Customs Revenues of the Ports of Canton, Foochow, Ningpo, Shanghai, Kinkiang, Chinkiang, Chefoo, Tientsin and Newchwang, to the HONGKONG AND SHANGHAI BANKING CORPORATION, in Trust for the Bondholders.

The Imperial Government of China has no Foreign Debt, and its Foreign Customs Revenues exceed Ten Millions of Taels annually (£3,000,000 Sterling.)

Copies of the Articles of Agreement and papers relating thereto and of the Form of Bond may be seen at the Hongkong and Shanghai Banking Corporation's Offices in Hongkong and Shanghai, where copies of Prospectus and Forms of Application may be obtained.

Default of payment of any instalment will render all previous payments liable to forfeiture.

Where a less amount is alloted than was applied for, the surplus of the deposit will be applied, in whole or in part, as the case may be, towards the payment of the amount due on allotment.

Provisional Certificates to Bearer for £100 each, dated Hongkong the 31st December, 1874, will be issued on payment of the last instalment, and the Surrender of the Receipts for the previous instalments; and these Certificates will be exchanged for Bonds to Bearer with Coupons attached, at the first half yearly payment of Interest.

CHINESE IMPERIAL GOVERNMENT LOAN.

FORM OF APPLICATION.

To the CHIEF MANAGER,
Hongkong and Shanghai Banking Corporation.

Having paid to you the sum of £......or $......being a deposit of £1 or $4.87 per Bond (£100) on..........Eight per cent. Chinese Imperial Government Loan Bonds (1st issue)..........beg to apply for such Bonds in terms of the Prospectus, and..........agree to accept the same, or any smaller number that may be allotted to.........., and to pay the further instalments thereon, at the times stated in the Prospectus.

Name (in full)..................
Address..................
Date..................

If it be desired to pay up in full on allotment, the applicant to sign underneath.
Desire to pay up in full on allotment.
Signature..................

BANK'S RECEIPT.

Received of..........the sum of £....or $......being a deposit of £1 per £100 Bond on application for.......... 8 per cent. Chinese Imperial Government Loan Bonds (1st issue.)
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Chief Manager.
£.......... or $..........

2173 Hongkong, 28th December, 1874.

TRANSLATION.

DOCUMENTS Translated from ENGLISH into CHINESE and GERMAN.

Or from, GERMAN, CHINESE, FRENCH, SPANISH, ITALIAN or PORTUGUESE, into ENGLISH; by competent hands.

Special attention paid to PROTESTS, EXTENDED PROTESTS, and other Documents containing NAUTICAL, ENGINEERING, or other TECHNICAL Terms.

Terms for European languages.—
Fair copy, per legal folio,... ... ... $1.00
Extra copies, „ „ ... 0.25

Special agreements made for Chinese Translations or lengthy documents in other languages.

Address "TRANSLATION," care of *Daily Press* Office.

6m 2115 Hongkong, 15th December, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,

THIS DAY,

the 7th January, 1875, at Noon, at his Sale Rooms, Queen's Road,—

50 Cases KEROSINE OIL.
20 Cases SHERRY.
Cases HOOK.
„ CLARET.
Fresh SALMON, in Tins.
EAU DE COLOGNE.
Tooth BRUSHES.
Shoe BRUSHES.
Table COVERS.
Alabaster Gilt CLOCKS.
Navy Blue CLOTH, CASHMERE, FLANNEL, Fancy CLOTH, &c.
An Invoice of Assorted Toilet SOAP.

Also,

Sundry HOUSEHOLD FURNITURE and LIBRARY of a Gentleman leaving the Colony, comprising:—TABLES, CHAIRS, COUCHES, WARDROBES, CHEST of DRAWERS, BEDSTEAD, GLASS BOOKCASE, ENGRAVINGS, MIRRORS, GLASS, CROCKERY, and PLATED WARE, BOOKS, &c., &c.

And

1 Chubb's IRON SAFE.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

35 Hongkong, 6th January, 1875.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Rooms, Queen's Road,

TO-MORROW,

the 8th January, 1875, at Noon,—

COATING STUFFS, Coloured SHIRTS, CLOCKS, CHANDELIERS, Wall PAPER, Coffee MACHINES, DESSERT SETS, FILTERS, &c., &c.

4 Bales Power Loom Merchant NAVY CANVAS, Nos. 1 to 3.

100 Boxes Yellow SOAP.

Sundry FURNITURE.

A PATENT WASHING MACHINE, by Thomas Bradford & Co.

A Chubb's Fireproof SAFE.

70 Empty Beer HOGSHEADS.

3,000 Fancy TILES for Garden Borders.

Also, at 1.30 P.M.,—

19 Cases SHERRY.
11 „ St. Emilion CLARET.
6 „ OLD PORT.
11 „ OLD TOM GIN.
11 Barrels Guinness' STOUT.
9 „ Bass' PALE ALE.
11 Cases CHAMPAGNE.

And

A Fine Selection of TOYS for Children.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.

36 Hongkong, 6th January, 1875.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

MONDAY NEXT,

the 11th day of January, 1875, at Noon, at the Godowns of Messrs. OLYPHANT & Co., Wanchai,—

About 25,000 feet Oregon PINE PLANK and TIMBER, in lots to suit Purchasers.

About 6,000 lbs. Best Proof ⅞ inch CHAIN, do. do.

About 4,000 lbs. Best Proof ⅞ inch CHAIN, fitted for Cargo Slings.

120 WOOD SCREWS, EYE-BOLTS 1½ inch, by 15 inch.

3 Double and 1 Single BLOCKS, Patent SHEAVES.

A Lot of SHACKLES, EYE-BOLTS and Sundry TOOLS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

BOTTOMLEY & HUGHES, *Auctioneers.*

41 Hongkong, 7th January, 1875.

PUBLIC AUCTION
OF A
PRIVATE LIBRARY OF VALUABLE BOOKS.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at their Sale Rooms, Queen's Road, on

MONDAY,

the 11th January, 1875, at 2 o'clock P.M.,—

A PRIVATE LIBRARY of VALUABLE BOOKS, comprising:—

WORKS in general LITERATURE; HISTORY; LAW; THEOLOGY; ART; NATURAL HISTORY; POETRY; TRAVELS; FICTION; &c., &c., and including a complete set of

AUDUBON'S BIRDS OF AMERICA, with 500 beautifully Colored Plates after Nature; about 20 valuable Books of Engravings and Illustrated Works, including one of the grandest works of RUBENS and VAN DYCK of royal 8vo. size, containing 88 plates by distinguished Engravers; also several Books of Engravings by Bartolozzi and others from Works of the OLD MASTERS in Her Majesty's collections; one by Marceny de Ghuy of Portraits and other Works in the NATIONAL GALLERIES OF FRANCE, of great rarity and beauty; a complete set of LODGE'S PORTRAITS OF 240 ILLUSTRIOUS PERSONAGES OF ENGLISH HISTORY, after HOLBEIN, TITIAN, VAN DYCK and other Artists, 8 volumes, uncut; three complete sets of ENCYCLOPÆDIAS; SHAW'S ZOOLOGY complete in 27 volumes, with about 1,500 plates; LORD CAMPBELL'S LIVES OF THE LORD CHANCELLORS, 7 volumes; PRESCOTT'S WORKS, 15 volumes; WASHINGTON'S Writings, 12 volumes; L'HISTOIRE DES VOYAGES, by LAHARPE, 30 volumes; REVD. DR. CHANNING'S Works, 9 volumes; DEBATES IN THE CONGRESS OF THE UNITED STATES, edited by Colonel Benton, 9 volumes; MACAULAY'S Works, 13 volumes; EMERSON'S Works, 6 volumes; NEANDER'S CHURCH HISTORY, 9 volumes; LORD BACON'S Works, latest edition, 14 volumes; ADDISON'S complete Works, 5 volumes; &c., &c.

Catalogues will be issued, and the Books will be on view on the Morning of the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

2193 Hongkong, 30th December, 1874.

FURNITURE SALE.

LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction, on

THURSDAY,

the 14th January, 1875, at Noon,

At Messrs. BOURJAU & Co.'s (Praya),—

The whole of their substantial and Elegant HOUSEHOLD FURNITURE, consisting of:—Elegant English-made DRAWING ROOM SUITE, Bombay and Canton Black-wood Marble-top TABLES, Handsome Gas CHANDELIERS, BRACKETS, Gilt Framed MIRRORS, ENGRAVINGS, PIANO, CANDELABRAS, Handsome Marble VASES, China VASES, Window CURTAINS and POLES, &c., &c. Extension DINING TABLE, SIDEBOARD, WHATNOTS, Dinner and Dessert SERVICES, CUT GLASS, Electro Plated and Silver WARE, CUTLERY, &c., &c. Iron BEDSTEADS, Mahogany WARDROBES, CHEST of DRAWERS, COUCHES, Marble Top WASHSTANDS and TOILET TABLES, TOILET MIRRORS, CLOTHES HORSE, CARPETING and RUGS, &c., &c.

Office DESKS, CHAIRS, SAFES, BOOK CASES, FURNITURE in Compradore's Office, Platform SCALES, KITCHEN UTENSILS, COOKING STOVE, &c., &c., &c.

Also,

A HOUSE BOAT, Complete.

Catalogues will be issued prior to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

38 Hongkong, 6th January, 1875.

Auctions.

IN THE GOODS OF ALEXANDER MACDONALD, DECEASED.

THE Undersigned has received instructions from the Executors of the late ALEXANDER MACDONALD, to Sell by PUBLIC AUCTION, on

FRIDAY,

the 15th day of January, 1875, at Noon, on the Premises,

All that PIECE or PARCEL of GROUND, situated at PRAYA WEST, and registered in the Land Office as Marine Lot No. 184, containing about 32,000 square feet, with the PATENT SLIP thereon, and all WORKING GEAR connected with the same, and all the BUILDINGS erected thereon, comprising Dwelling House, Machine and Blacksmith's Shops and Engine House.

The above will be offered in One Lot, which will include the GOODWILL of the Business now carried on at the West Point Patent Slip.

And,

At the same time and place, will be Sold the STEAM TUG *Blue Bell*, measuring 75 feet over all, 14 ft. 6 in. Beam, 7 ft. 6 in. Hold, in complete order, built of TEAK throughout and COPPER FASTENED.

Also,

The STOCK, comprising:—

Copper Bars and Plates. Yellow Metal Round, Square, Plate, Bar and Angle Iron.

Boiler Tubes, Rivets, Nuts and Bolts. Blacksmith's tools, Forges, Bellows and Anvils, Taps and Dies. Copper and Iron Nails. Brass Screws, Chains of various sizes, Steel, &c., &c.

And,

A QUANTITY of TIMBER.

The Slip can receive vessels of 1,500 tons, and has docked a vessel of 1,400 tons capacity, *and is in complete working order.*

TERMS OF SALE FOR THE MARINE LOT, PATENT SLIP AND BUILDINGS.—One half of the purchase money to be paid on the fall of the hammer, and balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser. On the other Lots, cash before delivery. All Lots with all faults and errors of description to be at purchaser's risk from the fall of the hammer.

Further Particulars can be obtained from Messrs. CALDWELL and BRERETON, Solicitors of the Representatives of the late ALEXANDER MACDONALD.

J. M. ARMSTRONG, *Auctioneer.*

2044 Hongkong, 5th December, 1874.

THOMPSON & HIND

Have just Opened a Choice Assortment of LADIES' KID GLOVES, with 6 Buttons.

SCARBRO' and HOME SPUN MADE-UP COSTUMES.

CLOTH JACKETS, HYMALAYA SHAWLS.

AUSTRIAN CHAIR RUGS.

LADIES' FRENCH TRIMMED FELT HATS, Plain and Beaded.

CHOICE FEATHERS, FLOWERS, RIBBONS and FICHUS, in great variety.

BERLIN SLIPPERS and CUSHION PATTERNS.

GENTLEMEN'S BLACK, DRAB, AND FAWN FELT HATS, in the latest and most approved shapes: THE DOVER, STAMFORD, ARGYLE, STRASBURG, RYDE, and BEAUFORT.

All the new Shapes in TIES, SCARFS, CRAVATS, COLLARS, and SHIRTS.

WARM UNDERCLOTHING and DRESSING GOWNS.

GENTLEMEN'S CALF and STOUT WALKING BOOTS.

2101 Hongkong, 15th December, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of Shareholders in the Company will be held at the Offices of the Company, Victoria, Hongkong, on THURSDAY, the 21st day of January next, at 3 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

By Order of the Board of Directors,
AUGUSTINE HEARD & Co., *General Agents.*

24d 2180 Hongkong, 28th December, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 7th to the 20th day of January next, both days included.

By Order of the Board of Directors,
AUGUSTINE HEARD & Co., *General Agents.*

24d 2181 Hongkong, 28th December, 1874.

NOTICE.

THE Half-yearly MEETING of the Shareholders of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Hongkong Hotel, on FRIDAY, the 29th January, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 19th to the 29th January, 1875, inclusive.

By Order,
ED. BAKER, *Secretary.*

42d 2159 Hongkong, 18th December, 1874.

HONGKONG PHOTOGRAPHIC COMPANY.

Corner of Wyndham and Wellington Streets,
(Nearly opposite the German Club,)
Open daily, Saturdays excepted.

REDUCTION OF PRICES.

AFTER this Date and until further notice, Prices will be as follows:—

Cameo Portraits, {(if in one order)}		for 1 doz.	$4.00
Do.	do.	for 2 doz.	7.00
„	„	„ 3 „	9.00
„	„	„ 5 „	12.00
Cabinet Portraits,	„	„ 1 „	5.00
„	„	„ 1 „	8.00
Portraits 8 by 6, plain,		each	5.00
„ worked up and mounted		„	10.00
Enlargements made from any Photograph (faded or otherwise) colored in oil and framed complete			25.00
Views from Negatives in Stock			0.50
do.	do.	per doz.	5.00

Outdoor groups at private houses on Saturdays by arrangement.

Views of Private Houses and Grounds to order, first copy		$10.00
Extra copies	each	0.50
Patrons of the Hongkong Photographic Rooms can get their servants taken at, first copy		0.50
Extra copies		0.25

N.B.—Suitable Colours for Dress are black, brown, and green.

During the cold season the best light for portraiture is from 10 till 1.

tf 2068 Hongkong, 10th December, 1874.

G. O. ROGERS, D.D.S., *DENTIST,*
No. 7, ARBUTHNOT ROAD.

tf 247 Hongkong, 1st December, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse.

[1y 925 June 15

To be Let.

TO LET,
With Immediate Possession.

DWELLING HOUSES Nos. 2 and 3, Alexandra Terrace.

Two DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired.

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 4, Gough Street.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 28th December, 1874.

TO LET.

HOUSES Nos. 5 and 7, Aberdeen Street, and No. 38, Hollywood Road.

Apply to A. F. ALVES.

1m 31 Hongkong, 5th January, 1875.

TO LET,
With Possession on the 1st February next.

THE First-class Detached PREMISES situated on Marine Lot 2B on the Praya Central, (at present occupied by Messrs. BOURJAU & Co.,) consisting of DWELLING HOUSE and OFFICES fronting the Sea, and GODOWNS of extensive Capacity in the rear.

Apply to T. G. LINSTEAD.

22 Hongkong, 4th January, 1875.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to GILMAN & Co.

tf 834 Hongkong, 28th May, 1874.

TO LET.
With Immediate Possession.

THE Desirable FAMILY RESIDENCE, Bonham Road West, lately occupied by N. J. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.

Apply to THOMAS GREEN, *P. & O. S. N. Co.'s Office.*

tf 2043 Hongkong, 7th December, 1874.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."

Apply to T. ALGAR, *9, Hollywood Road.*

tf 977 Hongkong, 23rd June, 1874.

TO LET.

TWO ROOMS in Upper Wyndham Street. Address "A. B.," care of *Daily Press* Office.

10d 2179 Hongkong, 29th December, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

FOR SALE.

110 WATER CASKS of 150, 250, and 320 gallons each.
268 Wooden WATER TANKS of 800, 600, 500, and 400 gallons each.
12 Iron WATER TANKS.
927 STANCHIONS and BEAMS, ... } used for berths in
2,405 PLANKS, ... } Passenger Ships.
84 Pieces Iron GRATINGS and BARS.
200 Iron Screw NAILS.
13 Iron PANS.
3 Iron Stove FUNNELS.

For Further Particulars apply,
At Hongkong, to A. ASTORQUIA, *Gough Street.*
At Macao, to F. M. DE GRAÇA, *No. 4, Rua da Prata.*

7d 20 Macao, 2nd January, 1875.

AVIS.

IL sera procédé le Samedi 9 Janvier courant, à une heure et demie de l'Après-midi, à la Chancellerie du Consulat de France de Hongkong, à l'Adjudication de la fourniture. 1o. Des munitions navales, du Savon et du Tabac, 2o. Des vivres; 3o. Du charbon de terre, nécessaires pendant deux années aux bâtiments de la Division navale Française à Hongkong.

Les cahiers des conditions de ces fournitures sont déposés à la Chancellerie du Consulat où les négociants désireux de participer à l'adjudication pourront en prendre connaissance.

Les offres de ces négociants, présentées sous forme de Soumission ou d'engagement, devront comprendre toutes les matières et denrées indiquées au cahier des charges, et mentionner les prix auxquels ils consentiront à fournir chacune de ces matières et denrées.

7d 26 Hongkong, Janvier 4, 1875.

NOW READY,
PRICE $6.00.
CH'O HOK KAI,
A HANDBOOK OF THE CANTON VERNACULAR OF THE CHINESE LANGUAGE.

BEING a Series of Introductory Lessons for Domestic and Business purposes.

BY N. B. DENNYS, PH.D.

⁂ This Work has been approved as a textbook for the examinations in Chinese by the Government Examination Board of Hongkong.

For Sale at the *CHINA MAIL* OFFICE.

3m 2114 Hongkong, 15th December, 1874.

CHEMIST'S ASSISTANT WANTED.—European. Write and address "SHANGHAI," care of this Paper.

2187 Hongkong, 30th December, 1874.

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognized.

And all Persons being indebted to the said Estate are requested to make Immediate Payment.

J. FAIRBAIRN, *Administrator.*

td 1777 Hongkong, 27th October, 1874.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to

JOHN S. LAPRAIK, *Administrator.*

1772 Hongkong, 27th October, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND, *Principal Agent.*

Ex "Donnai," 2nd July, 1874.
FD, 1/35, ... 35 cases Beer.

Hongkong, 24th December, 1874.

Intimations.

FOR NEW YORK.

THE A 1 British Ship

"JOHN MILTON,"

Murphy, Master, having the greater portion of her Cargo engaged, will load here and at Whampoa for above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

tf 40 Hongkong, 7th January, 1875.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE.

THE Twenty Shares numbered 11921/11940 heretofore declared forfeited, have been re-allotted to the original Holder.

By Order of the Board of Directors,
A. NOEL BLAKEMAN, *Secretary.*

30 Hongkong, 4th January, 1875.

NORTH CHINA INSURANCE COMPANY, 1872-74.

NOTICE is hereby given, that a DIVIDEND of Taels Three Hundred (Taels 300) per Share, the equivalent of the paid-up Capital of the above Company, will be paid to the Shareholders, on and after TUESDAY, 5th January next, at THE HONGKONG AND SHANGHAI BANK.

By Order of the Court of Directors,
HERBERT S. MORRIS, *Secretary.*

5d 28 Shanghai, 30th December, 1874.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

TRANSFERS.

NOTICE is hereby given, that in future no Transfer of the Shares of this Company will be Registered, unless the Signature of the Transferer has been duly Witnessed.

By Order,
ROWLEY MILLER, *Auditor.*

1m 29 Shanghai, 31st December, 1874.

NATIONAL CLOCK COMPANY,
OF CONNECTICUT, U.S.A.
MURRAY DAVIS,
SOLE AGENT, 31 *and* 33, *SUTTER STREET*,
SAN FRANCISCO, CALIFORNIA,

IS prepared to fill Orders for all CLOCKS, Manufactured by

ANSONIA CLOCK CO. GILBERT CLOCK CO.
WATERBURY CLOCK CO. E. INGRAHAM & CO.

☞ Send for Illustrated Catalogue and Price Lists.

[3m 2042

HONGKONG ICE COMPANY

HAVE always on hand a STOCK of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever;

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or Agents.

DEPOT, No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS.

WORKS at EAST POINT.

KYLE & BAIN, *Proprietors.*

1992 Hongkong, 2nd December, 1874.

Notices to Consignees.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

S. S. *GWALIOR.*

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the S. S. *Pekin*, from London, are hereby notified that their Goods are being landed and stored at their Risk in the Company's Godowns at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 13th inst. will be subject to *Rent.*

Optional Cargo will be forwarded by the following Steamers, unless Notice to the contrary be given until 3 P.M. TO-DAY.

A. McIVER, *Superintendent.*

39 Hongkong, 6th January, 1875.

GERMAN STEAMER "CASSANDRA," FROM HAMBURG, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.

Optional Cargo will be forwarded, unless notice to the contrary is given until 5 P.M. TO-DAY.

Goods remaining in store after the 14th inst. will be subject to Rent.

Bills of Lading will be Countersigned by
WM. PUSTAU & Co., *Agents.*

32 Hongkong, 5th January, 1875.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per British Barque "*Tamesa*," Green, Master, from *London*, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by
WM. PUSTAU & Co., *Agents.*

27 Hongkong, 4th January, 1875.

S. S. *PROVENCE.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per above Steamer are hereby informed, that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from SUNDAY, the 3rd inst., at noon.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 6th inst., at noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

C. BERTRAND, *Principal Agent.*

25 Hongkong, 2nd January, 1875.

NOTICE.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ALL Cargo, ex "*Golconda*," has been landed into the Company's Godown, opposite the new Wharf, and Consignees are informed that Goods remain at their risk.

A. McIVER, *Superintendent.*

2161 Hongkong, 23rd December, 1874.

AMERICAN SHIP *GAME COCK*, FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned, for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co.

2150 Hongkong, 22nd December, 1874.

NOW READY.

"THE CHRONICLE & DIRECTORY" FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is

NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

CHROMO-LITHOGRAPH

OF A

PLAN OF VICTORIA, HONGKONG.

THE

FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(*Designed expressly for the Work.*)

MAPS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND OF

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao	Messrs. J. P. DA SILVA & Co.
Swatow	" QUELCH and CAMPBELL.
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Formosa	" WILSON, NICHOLLS & Co.
Foochow	" HEDGE & Co.
Ningpo	" KELLY & Co., Shanghai.
Shanghai	" HALL & HOETZ.
"	" KELLY & Co.
Hankow and River Ports	" HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang	HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking	" HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki	THE C. & J. TRADING CO.
Hiogo, Osaka	THE C. & J. TRADING CO.
Yokohama	Messrs. LANE, CRAWFORD & Co.
"	Mr. C. D. MOSS, *Japan Gazette* Office.
Manila	Messrs. J. DE LOYZAGA & Co.
Singapore	*Straits Times* Office.
London	Mr. F. ALGAR, Clement's Lane.
"	" GEO. STREET, 30, Cornhill.
"	Messrs. BATES, HENLY & Co.
San Francisco	Mr. L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs. S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, JANUARY 7TH, 1875.

IN a small Colony such as Hongkong, we can hardly expect any very striking display of healthy political life. Our grievances are for the most part social if not personal, and when we have criticised the doings of the members of the Council, and expressed our indignation on the subject of the Blockade, we must, for fresh grievances and topics of interest, look beyond our own borders, and pay attention to the affairs of our neighbours. The latest Colonial sensation is to be found in New Zealand, and is none other than the Colonial Treasurer of that Colony—Mr. JULIUS VOGEL. This gentleman, of whom we know nothing save what the newspaper reports have told us, is evidently a man of genius, if indeed he is not a great statesman. We are only afraid his abilities will be lost in New Zealand, as it is tolerably certain that his great schemes cannot be carried out for many years to come. Mr. VOGEL has dreamt of a future period when New Zealand shall become the centre of a vast trading confederation, comprising the whole of Polynesia, and when the Governor of that Colony shall also be the Governor-General of these islands. For the purpose of bringing about this happy time, a company is proposed to be formed under the auspices of the Colonial Government, and the latter shall guarantee five per cent. interest on one million pounds sterling for fifty years. By that time it is expected that the happy consummation will be reached, and Mr. JULIUS VOGEL's descendants will share between them the honour due to their illustrious progenitor. That such a proposal should be seriously made by a Government officer of Mr. VOGEL's standing, indicates the activity of the political life and the hopeful condition of the public resources of that comparatively young but progressive Colony. It is refreshing to turn from our own stagnated public life here in Hongkong to such a movement as this, and to discover that in some portions of Her Majesty's dominions there are those who can meet a great problem, and attempt its solution in a bold resolute spirit. That England's greatness is mainly due to the enterprising spirit that created her colonies will hardly be denied by anyone, and it is equally indisputable that it is England's far extended colonial empire that sustains much of her influence among the nations. It is, therefore, clearly the duty of the Home Government, while maintaining the close connection which should always exist between the Government and the Colonies, to allow all requisite freedom of action to the colonists, and to encourage the spirit of political activity that pervades all classes at home. The project of Mr. VOGEL, wild as it may seem, might safely be left to the consideration of the Colonial Government of New Zealand, who can estimate the difficulties and probable cost of the proposal far better than the Home Government. The same principle might be applied in other directions. In our own Colony, for instance, far more liberty might be allowed to the colonists, and far more real power placed in their hands. A better system of representation in the Legislative Council would remedy many evils. We do not know why the foreign community might not elect, of its own free will, representatives for this assembly. At present we are not represented as we ought to be. The non-official members, who are the exponents of popular opinion, are, as the Council is at present constituted, voices crying in the wilderness, and nothing more. They are practically as powerless to carry out the wishes of the public as Mr. JULIUS VOGEL is to bring about his projected confederation. The community at present have no voice in the election of their representatives; and although these gentlemen do their best for the Colony, and are fully alive to its interests, the experience of the last few months shows how little they can do when their opinions and those of the Government are at variance. At present they can criticise and protest, and this is all. The result, therefore, is that we have in Hongkong no political life, and, instead, the public can only indulge in a growl of discontent when its grievances are too hard to be borne in silence. We have no claims on our attention such as the public in New Zealand have, but there is room for statesmanship even in Hongkong, and we commend to the attention of our officials who have no Vogelian business on hand, the possibility of devising some plan of representation for the Colony that may be acceptable to the Colonists and find favour with the authorities at home.

We are informed, says the *Foochow Herald*, that the Fu Tai, or Governor, of the Province, is about to visit Peking.

It is reported, says the same paper, that the "Sohneider" rifle is being manufactured at the Arsenal, by Ouniouese workmen, under foreign instruction.

Another gambling house was broken up yesterday by a body of police, and a number of people apprehended. The case will come on to-day.

The witness on bail, in the *Spark* Piracy case, did not turn up yesterday. The $400 deposited by the Chinese captain of H. I. C. M. gunboat *Ching-on*, as security, will therefore be forfeited, if no reasonable excuse can be given for the non-appearance.

A Chinaman was brought up at the Police Court yesterday, charged with being one in a mob who incited a row at the Man Mo Temple, when the survivors of the *Japan* went to place a memorial tablet there. The Joss house keeper tried to make out that the mob robbed the Temple. This was considered impossible, as the row occurred in consequence of the keeper wanting to extort $70 for the survivors to be allowed to leave the tablet there, and the police were immediately on the spot. Further enquiries are to be made.

Two Chinese students, says the *Boston Traveller*, were admitted recently to the Yale College Scientific Department. They passed the examination most creditably, and give promise of superior scholarship. There are now sixty Chinese students supported by their Government in Connecticut and Massachusetts. Thirty came two years ago, and thirty arrived a year since, and thirty more are expected in about a fortnight. So far, their department has been excellent, and their progress quite remarkable. The students are placed at first in cultured families, two in a place, where their first aim is the mastery of our language. They are all under strict supervision, and spend each from two to four weeks a year at the "Head-quarters" of the Chinese Educational Commission, in Hartford, where they are carefully examined as to their habits and progress. Scattered in some twenty or thirty different towns, these boys have everywhere been favorites. The kindness with which they have been treated has been very gratifying to the Commission here, and to the Chinese Government at home.

A CHINESE PETITION.

The following is a copy of a characteristic petition, presented at the Police Court yesterday, by a Chinese woman:—

To the Honorable
Chief Magestrate of Hongkong

The humble petition of Wong Shup-Ng, a female.

Most Respectfully Showeth.

That Your Petitioner was plied for hire in a small "Tanka" boat, and always connected on the wharf near P. and O. coal stores at West Point.

There got a man whose name called "Ah Chig" he always in company with three or four men to took the knife to come on my boat by night time about 7 or 8 Oclock, to extorded the money and threatened with violence.

Your Petitioner's husband was employed on board ship having gone abroad was not in Hongkong. Your Petitioner much trouble he killed, robbed, or deceived to sold, because that "Ah Chig" he took the knife, and in company with three or four others to come on my boat by night time if he used some things thrust into mouth, and rowed away, then took me to sell.

Therefore Your Petitioner addressed this petition to reported the matter and begs my Lord you are kindly to settled this case, if that "Ah Chig" come again. Your Petitioner wishes to informed the Police to arrested him and preserve me from the dangers.

And as in duty bound Your Petitioner will ever pray.

Victoria Hongkong
6th January 1875.

POLICE INTELLIGENCE.

6th January.

BEFORE JAMES RUSSELL, ESQ.

JACK ON SHORE.

J. Robinson, a marine on board H.M.S. *Dwarf*, was charged by Sikh constable 596 with lying down drunk in a Chinashop, and because he aroused him, striking him on the arm.

As the defendant did no damage, he was released. This was his first day on shore in China.

ALLEGED SALE OF LIQUOR WITHOUT A LICENSE.

J. Juster, who lately held a public house license, summoned William Gardener, of the Hamburg Tavern, for selling spirits without a license.

Complainant said he was formerly the holder of the license for the Hamburg Tavern. He made application for the renewal for this year and it was granted, but in consequence of a non-settlement of partnership with the defendant, the license was not taken out. It was now in dispute at the Supreme Court. The house in consequence is closed, and in charge of the defendant. He did not consider the defendant had any right to give any liquor away without his sanction, nor did he think he had a right to sell or part with any of it till the case was finished in court, as the property was as much his own as the defendant's. He was standing outside the house with two others, named Medina and Meann, when he saw some seamen in the bar drinking. When they came out Medina asked Jenkins (one of the men) if they paid for the drink they had, and he said the cook did with a silver dollar.

The defendant denied that he sold drink.

A. Jenkins said he went to the defendant's house according to promise for a settlement in the shipment of some seamen. The men went with him. After settlement the cook said "can we have some drink?" The barman said no money could be taken, and the cook then put his dollar in his pocket again. The defendant said to the barman, "give the men some drink," and he did so. No money was paid. They then went outside and met Medina, who asked him if he would come over to the Crown and Anchor and have a drink, and he said no, as he had just had one. Meann said nothing to him about money having been paid for the drinks.

In answer to complainant, witness said he did not say to Meann the cook paid a silver dollar for the drinks.

J. Meann said he was living with Mr. Juster at Mr. Medina's house, the Crown and Anchor. He was standing outside the Hamburg Tavern with Juster and Medina, and saw some seamen in the bar with Jenkins. On their coming out he asked Jenkins if they had the drinks, and he said they had. He then asked Jenkins who paid for it, and Jenkins said the cook did, that he saw him place down a new silver dollar and the barman John picked it up. Witness did not see it himself, he only knew by what Jenkins said.

In answer to the defendant, witness said he had been in gaol on several occasions, but it was only for drunkenness and fighting. The longest term he was in gaol was two months. He never was in gaol for six months. He acted as barkeeper to Medina when he was out and when Juster was out. They all three sometimes went out together. They were out on this occasion.

J. Medina said he was standing outside the Hamburg Tavern, and he overheard the conversation of shipping men. He then heard them say something about the drinks. He heard Meann ask Jenkins if they paid for it, and Jenkins said the cook placed a silver dollar on the bar, and John the barman picked it up, and he was prepared to swear to it. This was not a planned affair to catch the defendant. He could only repeat what he heard. He saw nothing himself. Yesterday Jenkins came into the Crown and Anchor, and said to him "For God's sake do not say anything about what I told you about the dollar." He told him he would only speak the truth. He knew an information was being laid at the Court.

Lewis Henry said he was one of the seamen shipped by the defendant in the *Bunker Hill*. He was in the bar with the rest, making arrangements with the boarding house keeper. After this they had drinks given to them. They did not pay for it as the barman said it would not be allowed. The cook did not give money for the drinks. Previous to the drinks being given the cook gave the runner $1 for getting him a ship, but no money was paid for drinks.

The defendant denied that he sold any liquors to his boarders. He said he had shipped some men on the *Bunker Hill*, and had made $2 each man by the transaction. He, of course, before they went on board, gave them drinks. They wanted to pay for it but he would not allow them to do so, but told his runner to give them the drinks. He held a mortgage on the house. Mr. Russell told him he had no right to give away any drinks, he being only a watchman on the place. He had no more right than a pawnbroker had to take two or three links from a chain in his custody. The case must be first settled in the Supreme Court, before he could do anything with the property.

The defendant said that he had been a partner with the complainant, who owed him more money than the property would fetch.

The case not being proved, the defendant was discharged.

FALSE EVIDENCE.

Jenkins, the witness in the above case, was fined $25 for giving false evidence.

USELESS CHINESE WATCHMEN.

Mr. J. Squire, of the Telegraph office, charged the Chinese night watchman at his private house with neglecting his duty, in that he allowed thieves to break into the house and steal the servants' clothing.

Complainant said the loss was discovered at 4 a.m., and he was informed of it by his boy at breakfast time. From all he saw the defendant could have no excuse, as the thieves must have come in and gone out at a small door left open to the servants' quarters for his benefit.

The evidence of Mr. Squire's servant boy was taken, which corroborated that of his master, and the case was then remanded.

EXTORTIONATE CHAIR COOLIES.

Mr. Cox summoned chair coolies No. 344 and 275 for refusing to take a fare. On the case being called, No. 344 was found not to be in attendance.

Complainant said he was about to go up to the Gap, and sent his boy out to procure four extra chair coolies for two chairs. He returned, and said they would not come. He then went out himself, and the defendants said it was too cold and they would not come. The reason they refused was because they wanted more than the legal fare.

The defendant present said he could not come because his partner was away.

Mr. Russell told the defendant the fact was there was a certain class who paid chair coolies over the proper fare, giving dollars when only cents were required. Captains and seamen, who had never been in the Colony before, did this frequently, and the coolies expected the same from others. For the present offence he would be fined $5.

RISKS HIS LIFE ON HIS FAITH.

Professor White, a champion swimmer, recently consented to drown himself in order that his theory of resuscitation might be tested for the benefit of the London Humane Society, who were present to witness the experiment. After laying down certain rules for holding a drowning person in the water, he plunged into the river—the Serpentine, probably, in Hyde Park and remained long enough under water to be partially drowned. His son then dived after him and brought him to the surface in an apparently lifeless condition, adhering strictly to the principles laid down by his parent. The breathless body was then turned over to one of the Humane Society officers and put through the course of treatment recommended. The society had the satisfaction of seeing Mr. White revive, and in a short time return to the water without apparent unpleasant consequences, thus proving his theory by illustration at the risk of death.

MR. GLADSTONE AND DR. MANNING.

In a letter to a contemporary, Archbishop Manning has made public the deep anger with which he and his fellow Roman Catholics have read Mr. Gladstone's indictment of the Vatican. He declares it to be "the first event that has overcast a friendship of forty-five years;" and calls the act one which "may wreck more than the work of Mr. Gladstone's public career, and at the end of a long life may tarnish a great name." Dr. Manning is well known to have been a college friend of the great Liberal statesman. They were at Oxford together; they were noted speakers at the Union, and it could not be doubted that both of them would rise high. The one chose to be a clergyman of the English Church, and he was soon distinguished as a preacher. He was then an Evangelical, and some of his most effective declamation was directed against the aggressions of the Papacy. In time he became Archdeacon of Chichester. But the arguments of the Tractarians had so affected him that he felt it needful to leave Keble and Pusey behind, and to follow Dr. Newman into the Roman Catholic Church. His college friend, Mr. Gladstone, has had a different career. We need not specify any particular of it, for it is written across the history of England during the last forty years. The two men began with ecclesiastical tendencies which were not dissimilar. Yet they remained friends, and the public declaration of a final dispute has been reserved for the morrow of Mr. Gladstone's pamphlet against the claims of the Vatican.

The Marchioness of Tromond, who has just died at 82 years of age, was the widow of a nobleman who used to claim that, according to lineal descent, he would be the lawful King of Ireland. The marquis and marchioness used to live at Bath, and their equipage was about the best known in that city.

NO SABBATH.—Paris has no Sabbath, and that fact has done more to banish Christianity than all the writings of Voltaire; and Vienna has no Sabbath, and that fact does more to annihilate religion than ever did the scepticism of Frederick. Turn the Sabbath into a day of sports and pastimes, of military reviews and of pantomimes and theatrical exhibitions, and not an infidel anywhere would care a farthing about the tombs of Voltaire, about the sneers of Gibbon, or the scurrility of Paine.

COMMERCIAL INTELLIGENCE.

6TH JANUARY, 1875.

Patna, $596½ to $597½, cash, small sales; Patna, to arrive, 12th sales, $600 to $602½, delivery on being landed; sales amount to about 70 chests; Benares $580 cash, immediate delivery, ready cargo. Average—First opium sale of 1875: Patna about Rupees 1,281 a chest; Benares about Rupees 1,206 a chest; Stocks—Patna 2,900 chests; Benares 1,700 chests; Total 4,500 chests, old and new. Malwa $545 to $550 cash quoted; market not opened.

EXPORT CARGOES.

Per *Malay*, for San Francisco:—

19,681 bags Rice, each 50 lbs.; 314 bags Beans, each 50 lbs.; 157 bags Pepper, each 1 picul; 20 bags Betelnut; 532 jars Sugar; 100 jars Wine; 641 jars Soy; 1,350 jars Preserved Vegetables; 479 bundles Matting; 30 bundles Rattans; 37 boxes Vermicelli; 78 boxes Rice Flour; 745 boxes Oil; 62 boxes Tobacco; 234 bales Paper; 54 baskets Ginger; 180 baskets Yams; 19 pkgs. Fire Crackers; 68 pkgs. Preserved Fruits; 212 pkgs. Paperware; 75 pkgs. Chinaware; 20 pkgs. Fungus; 140 pkgs. Sugar Cakes; 2,491 pkgs. Sundries; 1,144 pkgs. Tea (unknown).

Per British bark *Ardent*, for London.

2,930 boxes Camphor; 579 rolls Matting, 300 casks Preserves, 23 boxes Preserves, 50 packages Fire Crackers, 200 packages Galangal, 80 boxes Star Aniseed, 350 bales Waste Silk, 210 boxes Essential Oil, 40 bales Tea Mats, 202 packages Canes, and 131 packages Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1
Bank Bills, at 30 days' sight, 4/1⅛ to 4/1⅛
Bank Bills, at 6 months' sight, 4/2⅛ to 4/2⅛
Credits, at 6 months' sight 4/2⅛
Documentary Bills, at 6 months' sight 4/2⅛
sight 4/2⅛
ON BOMBAY.—Bank, on demand 221½
ON CALCUTTA.—Bank, on demand 221½
ON SHANGHAI.—
Bank, sight 72⅛
Private, 30 days' sight 73⅛

SHARES.

Hongkong and Shanghai Bank Shares.—3 per cent. premium.

Union Insurance Society of Canton new shares —$50 per share premium, nominal.

China Traders' Insurance Company's Shares—$1,350 per share, nominal.

China and Japan Marine Insurance—Tls. 76 per share, nominal.

Chinese Insurance Company.—$195 per share, ex Interest.

Hongkong Fire Insurance Company's Shares—$527½ per share.

China Fire Insurance Company's Shares—$125 per share, ex Interest.

Victoria Fire Insurance Company's Shares—$115 per share, ex Interest.

Hongkong and Whampoa Dock Company's Shares—48 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—8 per cent. premium.

Shanghai Steam Navigation Company—Tls. 79 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$55 per cent. discount.

Indo-Chinese Sugar Company—$7 per share.

SALES ON JANUARY 6TH, 1875.

As reported by Chinese.

American Flour, 50 lbs., 300 bags, at $1.22½, by Fook-yuet-wo to travelling trader.

Fungus, 10 bags, at $44.50, by Kwong-wing-shing to travelling trader.

White Wax, 3 pieces, at $93.00, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 10 bags, at $11.30, by Kwong-wing-shing to travelling trader.

Vermicelli, 50 bags, at $7.65, by Kwong-wing-shing to travelling trader.

Gypsum, 100 piculs, at $1.03, by Yuet-hing-loong to travelling trader.

Mushrooms, 10 cases, at $67.00, by Fook-hing-wo to travelling trader.

NEWS FOR THE ENGLISH MAIL.

A NATIONAL LOAN FOR CHINA.

It is a fact worthy of notice that the contracting of a National Loan has generally a very important influence upon the foreign policy of a nation, especially one having such peculiarities as are found to exist in China. It has been observed by persons, who are good authorities on the subject, that it was not until Turkey contracted a Loan that she could be induced to enter into anything like fair and reasonable relations with other nations. As soon, however, as the first Turkish Loan had been taken up, her bearing towards the outside world underwent a noticeable change, and she began to find it necessary to increase the international ties which had before been somewhat loose. This effect is probably in part produced by the natural respect which men have for those possessed of large wealth. A man has to be very despicable who cannot command some consideration when he has a very large balance at his Bankers, and whatever want of respect may be felt for outside nations, it is very likely to become speedily diminished when it is found that they have wealth enough to lend large sums when they are required.

From what has been rumoured in different directions and some matters which have occurred of late, it is evident that China is nibbling at a national loan; and it is probable that nothing would tend more to cement her relations with foreign nations than her taking that step. There are no people in the world who have a better appreciation of the main chance than the Chinese, and it cannot be doubted that China would look in quite a new light upon the outer barbarian, when she found that he was able to place millions of taels into her treasury upon very moderate interest. It would be quite impossible to ignore so obvious a fact as this, and the loan would be a standing reminder of the existence and power of the despised foreign nations and of the desirability of keeping upon friendly terms with them. On the other hand, the existence of a China Loan would have the effect of calling much more attention than has hitherto been the case to affairs in China, and this could not fail to bring about improvements in many directions. The unsatisfactoriness of our relations with China has resulted for the most part not from insuperable difficulties, but from a want of attention at home to matters out here, and to a consequent tendency on the part of our Representatives to let matters take their course, and to abstain from attempting to induce the Chinese to adopt many lines of action which would have been quite possible in the direction of progress. Were there, however, more interest taken at home in China affairs, our Representatives would soon become more active, and would discover that it was advisable for them to do something more for our commercial and political interests in China than merely staying so and so many years at Peking to draw their salaries, and ultimately receive their pensions. Very little pressure has often proved sufficient to induce the Chinese to make most important concessions, and the stagnation which has existed of late years is quite as much the fault of our own officials as of obstinacy or prejudice on the part of the Chinese.

It is to be hoped for these reasons that the idea of a China Loan may be carried out. It would certainly have the effect of almost inaugurating a new era in our relations with the country, and in the light in which China would look upon her connection with foreign nations. There is no doubt that the establishment of the Foreign Inspectorate of Customs has done much more than anything else to improve our position, by letting the Chinese see in a very palpable way that there are two sides to relations with foreign nations, and that our presence in the country may represent material advantages from trade which make it well worth the while of China to establish relations with the outer world upon a sound and reasonable basis.

HONGKONG.

The fourteen days that have intervened since our issue of the 24th ultimo have been unusually quiet.

An enquiry into the loss of the P.M.S.S. *Japan* has been held at the United States Consulate. The Court entirely exonerated Capt. Warsaw from any blame in the late catastrophe. The finding will be found in another column.

A similar enquiry has been held respecting the loss of the steamship *Mongol*, the result of which will also be found elsewhere.

An inquest was held on the body of a soldier (Thomas Yates) of the 80th Regiment, a few days ago. It would appear that, during the late festivities, the deceased had been drinking very hard, and died in consequence.

The Spanish steamer *Leonor*, one of the many vessels that came to grief in the late typhoon, has been successfully raised, and is now in course of preparation for entering dock.

An extraordinary general meeting of shareholders of the Union Insurance Society of Canton, was held on the 28th ultimo, when it was proposed that the resolutions passed on the 11th December be confirmed. The resolution was passed unanimously.

Monsignour Raimondi, the first Roman Catholic Bishop of Hongkong, is expected to arrive here on the 22nd instant by the English Mail steamer.

FOOCHOW.

We believe that the Japanese have completed the evacuation of Formosa, and that the Chinese have paid the indemnity in full. Shen Pao Chen who has been acting as Imperial Commissioner in Formosa, will shortly resume his old post of Commissioner at the Foochow Arsenal.—*Foochow Herald.*

NINGPO.

(N. C. Daily News.)

Instances of interference with Missionaries have again to be reported from the Chehkiang province. At Ping-gan-hsien, a city in the prefecture, and to the south of Wanchow, the Rev. Mr. Stott and another gentleman, who had recently established a Mission station there, have been compelled to retire to the prefectural city, where they remain, having claimed the protection of the Chifu. The two Missionaries had rented a house in Ping-gan, with the full knowledge and tacit consent of the local authorities; but though no preliminary opposition was offered, they had no sooner got into their new quarters than a popular outcry was made, just as at Huchow; a mob congregated, wrecked the premises, and compelled the Missionaries to withdraw. On complaint being made to the Chifu at Wanchow, he ordered reparation to be made and the issue of a proclamation setting forth the objects and the rights of the Missionaries, and enjoining respectful treatment of them. The recurrence of these outrages, however, tends to show that something more than simple reparation for the actual damage done will have to be insisted on. The rowdies, instigated by the literati, seem to regard an attack on Missionaries as an exciting kind of amusement. The ringleaders are generally known, and the authorities on thus come upon them for damages, which I believe they are quite willing to pay for the pleasure of baiting the teachers of the Western religion. When the minor excitement of destroying Mission stations becomes monotonous, they will probably some day try to keep it up by adding a few Missionaries to the holocaust. The gentlemen last attacked apparently consider, and not unreasonably, that something more than the Chifu has offered must be done to check these outrages, and they have placed their case in the hands of R. J. Forrest, Esq., H.M. Consul at Ningpo. I hear that Mr. Forrest has been in communication with the Taotai concerning it. Although the immediate satisfaction offered may be accepted in the meantime, it is hoped that the matter will be further represented at Peking, with the view of impressing strongly on the Chinese the gravity that such outrages acquire from the frequency with which they occur in this province.

Fears are said to be entertained regarding the safety of the church of England Mission at Szchee, about ten miles from here. A dispute had arisen between a resident in Szchee and the head of the native Christians in the district; and as demonstrations of ill-feeling against the Christians were being made, the Taotai has sent an officer, in company with an officer from H. M. Consulate, to endeavour to settle the difficulty.

A serious riot has occurred at Taichow, in the Teantai district. In consequence of the tax on rice having been increased, the people rose *en masse*, to the number of ten thousand, about twelve days ago, and attacked the Chehsien's yamen. They were opposed by the guard, but these it is reported that they either killed or compelled to fly. The gentry came to the assistance of the officials, but as usual with the Chinese when they get thoroughly excited, the rioters had become perfectly reckless and uncontrollable. A leading gentleman and the son of the Chehsien were killed, and the District Magistrate himself narrowly escaped sharing their fate, having been rescued only after he had received cuts on the head, shoulders and leg. Soldiers have been sent to Taichow from Ningpo and other places to the number of 1,500 or 2,000 men, and I hear that some six or eight executions of rioters have taken place already. The ringleaders, with a numerous following, have fled to the hills, however, whence it will be almost impossible to dislodge them if they are provisioned to stand a siege.

22nd December, 1874.

SHANGHAI.

(N. C. Daily News.)

A case of some suspicion happened on the river on Thursday evening, the 17th Dec. A marine named Edward Carpenter, belonging to H.M.S. *Ringdove*, visited an acquaintance on board H.M.S. *Modeste*, and got into a sampan in order to return on board his own vessel, about ten o'clock. He did not report himself on board, and as he was also missing from next morning's parade, enquiries were made about him, both on board the *Modeste* and on shore. As he was a quiet, steady man, it was felt that his absence was not the result of misconduct; and considerable anxiety arising as to what had become of him, the matter was reported to the British Consulate, and Mr. Medhurst communicated with the police. Fresh enquiries were made by the latter on Saturday and yesterday; and every place visited which men-of-war's men are known to frequent, but without avail. A sequel to this mysterious affair is, that neither the sampan man nor sampan have since been seen, although the boat was in attendance on the ships above named.

On Friday evening, 18th Dec., two firemen, named Thos. Redmond and Alex. Kehoe, belonging to the steamer *Achilles*, after a few hours' leave on shore, went off to their ship in a sampan, taking with them a camphor wood chest, which had been purchased by Redmond. The third officer, Mr. Duggan, hearing a disturbance alongside, went to the gangway to ascertain the cause, and saw a man, who afterwards proved to be Redmond, in the water. Mr. Duggan ran down the gangway ladder, and succeeded in grasping, and, with the assistance of the quartermaster, hauling him on to the ladder. Redmond then said that he wanted to get his chest on board himself, and also to help his companion on board, and in order to do this he jumped rather suddenly into the sampan, the consequence of which was that all went overboard together. Kehoe never rose again, but Redmond managed to keep afloat by paddling. Mr. Anderson, chief officer, who had been attracted by the noise, got into a sampan, and endeavored to rescue Redmond, but he sank within two yards of the proffered help. The sampan was allowed to drift with the tide near to the floating chest and a hat belonging to Redmond, but nothing was seen of either of the men afterwards. Redmond bore the character of a steady, quiet man, and had been in the ship in the capacity of engineer's storekeeper on a previous voyage. Kehoe was a young man, generally well liked by all on board, and had also been in the ship on a previous voyage.

(Courier.)

The Rev. William Pendleton Orrick has been appointed, by the General Convention of the Protestant Episcopal Church of America, Missionary Bishop of Shanghai, with jurisdiction in China. He is a native of Maryland, graduate of the University of Va, and a comparatively young man.

A tragic event has occurred at the Imien city of Tien-t'ai in the Tai-chow Prefecture, Chehkiang. A native, writing from the Tai-chow City on the 12th instant, says:—"The City is just now all astir. On the night of the 10th, at Tien-t'ai, owing to some difficulty connected with the grain tax, the people rose *en masse*, slaughtered the soldiery, destroyed the Yamên of the Magistrate, and massacred him and his family. The gates of the city were all closed yesterday. To-day soldiers from Hwang-yen-hsien [where a garrison of Hu-nan braves is generally stationed in case of need] have already proceeded to the scene of the trouble."

A party just returned from up country report that, striking from the Yangtsze below Chinkiang into the country S. W. of Tan-yan, they got into a district where the people crowded round them as wonders—saying they had never seen foreigners before. They were most kind and hospitable, offering the strangers whatever their own slender resources permitted, carrying their game, pointing out the best covers, and, generally, behaving in the friendliest way. Game was abundant but the covers were very strong and dense, the watercourses numerous and overflowing, and the dogs hardly up to their work, so that the "bag" was scarcely as good as was hoped for.

The Referees of H.B.M. Supreme Court, in the case *St. Francois v. Cawdor Castle*, consisting of R. A. Mowat Esq., Registrar, and Messrs. A. J. Little and M. Coryell, Mercantile Assessors, resumed, at 10 o'clock to-day (28th instant), the taking of evidence in support of plaintiff's claim for damages, adjourned from the 23rd. Evidence as to the claim for freight and for the value of the vessel, having been taken on that date, this forenoon was occupied over the minor items of the claim—viz., survey fees, wages, expenses of Captain and crew ashore, passages home, &c., the Court and Mr. Robinson, plaintiff's Counsel, being assisted in the examination of the French witnesses, and Mr. Wainewright, Counsel for defendants, in their cross-examination, by Mr. H. A. Beer. After an adjournment, the Court in the afternoon entered on the rebutting evidence produced by defendants as to the several items of the damages claimed, and proceeded therewith till nearly 5 p.m., when another adjournment took place till Wednesday, the 6th January—the length of the adjournment being caused by the necessary absence of one of the Referees from Shanghai. It may illustrate the difference between two sides of a question to mention that, while Tls. 13,500 are said to be claimed by plaintiffs as the value of the *St. Francois*, one of the skilled witnesses for defendants estimated it at Tls. 8,500—less than one-half!

TIENTSIN.

(N. C. Daily News.)

There is little of interest to report, save that the Emperor has the small-pox. The disease made itself apparent the day of the Transit of Venus, a coincidence which will not pass unremarked by the superstitious Chinese. Rumour assigns extreme gravity to the attack, with what truth I am unable to say. I should think it more probable, however, that it is of the mild type which generally breaks out in China during the winter season.

No more has been heard regarding the intention of the Chinese Government to dredge the Woosung Bar, which you noticed in the *Daily News* some weeks ago; but I understand that a tacit understanding has existed for some time past on the matter, between the Chinese high officials and the Foreign Ministers, and that the work will most probably be undertaken next Spring. However, promises don't go for much in this country, unless they are seconded by some reminder or pressure, such as is only applied at long intervals at Peking.

The American Transit of Venus party will be here from Peking to-morrow, and will go to Shanghai in the *Chihli*. Their observations, despite the cloudy weather, were fairly successful. Ninety photographs were secured, and the egress contacts plainly marked and accurately observed.

The weather still continues unseasonably mild; there is not the least sign of the river being soon closed by ice. This condition of things is very unfortunate for the junk people, their craft being all docked for the winter, while they cannot travel on the river in sledges—*tabagans*—which they use to convey produce and passengers. Their occupation is thus gone and no substitute provided. The river keeping open, and rumors being current that the *Fuhring* would yet come here with the new Governor-General of the Two Kwang, Ying Han, his Excellency Li Hung Chang did not depart for Paoting on the 12th instant, as it was reported he would.

Mr. C. Biemark, on the 11th instant, notified to the Consuls and public generally that he had been appointed German Consul at Tientsin, and that he had taken over charge of his office on the 8th instant, from Mr. Wacher, His Russian Majesty's Consul-General, who had been acting as German Consul.

M. Huber, Commissioner of Customs, and one of the Commissioners sent to Cuba a year ago, to investigate the condition of the Chinese laborers there, returned to this port in the *Appin*, to-day. It is not known if he will take charge of the Customs here at once, or proceed to Peking, to report verbally as to the results of the mission. Mr. Twinem, therefore, continues in office as Commissioner of Customs.

Regarding the late appointment of Li Chaotung as Customs Taotai at Tientsin, it is said that official is on a mission to Formosa at present, and will not assume charge till the end of the Chinese year—the beginning of February.

So long as the steamers continue to arrive from Shanghai, we cannot enter freely into our winter sports, as it is necessary to be on the spot while the port remains open, and both hunting and shooting demand time to go some distance. Wild turkeys have already been around Tientsin, but no sand grouse have put in an appearance. Snow in Mongolia drives the sand grouse down here, so I suppose no great quantity of snow has yet fallen in that region.

The province of of Chihli enjoys tranquility, and the peasantry and laboring classes generally appear to be in very good circumstances this winter. The food of the people is cheap, and fuel—millet-stalks—is abundant. Trade, however, as far as foreigners are concerned, is far from being in a prosperous condition. The inland traders are every year becoming fewer, as they prefer going to Hankow to lay in their supplies of foreign goods. On the other hand, the Tientsin dealers prefer going to Shanghai, to buying on the spot from the foreign merchants here.

17th December.

The American party of astronomers have come down from Peking, and leave for Shanghai by the *Chihli* to-morrow.—We now understand that his Excellency the Viceroy leaves here on the 23rd inst. for Paoting. His departure has been twice postponed, by the fresh arrival of steamers and the river continuing to remain open. The first overland mail, via Chinkiang and Peking from Shanghai, of 5th instant, came to hand on the evening of the 19th instant. The steamer *Appin* had already, however, brought us later dates from Shanghai, namely, to the 12th instant. The river still continues open, and it is really hard to say how our weather will turn out for the next two months, as the winters during the last four years have completely changed from previous seasons.

For some days there has been a rumour that the Emperor was confined to his room with smallpox. In the *Peking Gazette* of 14th instant, there is a decree appointing Prince Tun to take the place of his Majesty at the Temple of Heaven on the 22nd instant, the Winter solstice. And in the *Gazette* of 18th instant, we read a decree announcing that His Majesty had been ill of smallpox, which confirmed the previous rumour.

In the same *Gazette* there is a decree appointing Paou-keun a minister of state (Tsa-hoe-sze). Paou-keun is one of the chiefs of the Tsung-le yamun. The death of Juy-lin, lately the Governor-General of the Two Kwang and a minister of state, created a vacancy in the Inner Council (Nuy-ko), hence the present appointment of Paou-keun.

21st Dec.

Yesterday we had a strong wind from the East, which made the weather cold; and this morning the thermometer stood at 19 degrees Fahrenheit. Ice has been floating down the river this morning, but not so as to impede navigation; and steamers, that is to say the local tug-boats, can safely ply between here and Taku.

22nd Dec.

YOKOHAMA.

Intelligence has come to hand respecting a mishap to the German barque *Sudan*, which left Yokohama for Chefoo on Wednesday, the 16th Dec., in the afternoon. A pilot took her out of the harbour, and remained on board until 3 a.m. On leaving her, he warned the mate, who was in charge of the deck, to keep a bright look-out for rocks, and to be very careful in case of bad weather. At 10 o'clock the barometer began to fall, and the wind headed her, whereupon the mate called the Captain. The vessel was then in the neighbourhood of Kanada Bay. As soon as the master went on deck he tacked, but only just in time to escape a rock, which loomed close to the vessel. Until 2 a.m., the ship was put first on one tack and then on the other, but rocks seemed to be always rising before her; and, sh

tinguishes the chance of the Japanese silver yen for general acceptance in China and India. The Japanese Government has been induced to pursue so timid and wavering a line of policy with respect to the yen, that, the Americans have had the opportunity given them of stepping in with their new Trade dollar (in every respect a better coin than the Mexican), and having apparently an inexhaustible supply of silver, and excellent mechanical facilities for minting, they will henceforth compete with the Mexican dollar for the field of the East, leaving Japan altogether distanced. Her Mint will now be regarded as supplying local necessities only; its operations will be henceforward limited to Japan.—*Japan Herald.*

THE HONGKONG AND SHANGHAI BANK.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I enclose copies of a correspondence which has taken place between myself and Mr. James Greig, Chief Manager of the Hongkong and Shanghai Banking Corporation, relative to affairs of the Bank.

As the subject matter of these letters may probably be of some interest to the shareholders, both these in Hongkong and those resident in other places, especially in England, I would thank you to make room for the correspondence in your columns.

I am, Sir,
Yours obediently,
HENRY KINGSMILL.

Hongkong, 5th January, 1875.

[COPY.]

Hongkong, 31st Dec., 1874.

To JAMES GREIG, Esq., Manager, Hongkong and Shanghai Banking Corporation.

DEAR SIR,—Yesterday, in more than one or two quarters, I heard a rumour with reference to the future management of the Hongkong and Shanghai Banking Corporation, the truth or the contrary of which is a matter affecting the body of shareholders in general.

The rumour is thus, that Mr. David McLean (now our manager in London) is to leave his post temporarily on a tour of inspection through and over the several branch establishments of the Bank; that during his absence from London Mr. Jackson (now our sub-manager there) is to take the place of local manager, and that Mr. Rowett (at present one of our directors) is to take the post of sub-manager until the return of Mr. McLean from his inspection tour, and that then Mr. Rowett is to be appointed travelling inspector.

As a shareholder, I beg to put the following queries, and I will feel obliged by your answering them:—

Is the rumour true as I have set it out above, or is it wholly untrue?

If the rumour be not true in the terms I have put, then is it true in part?

If true in part, in what part and to what extent is it true?

What are the real facts as to this rumoured arrangement in the management of the Bank's affairs?

You will observe that I write as a shareholder, and, doing so, I reserve to myself liberty to make such use of this letter and of your reply as I may think advisable.

I am, dear Sir,
Yours faithfully,
HENRY KINGSMILL.

[COPY.]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 4th January, 1875.

HENRY KINGSMILL, ESQ.,
Hongkong.

DEAR SIR,—I have received your letter of 31st ultimo, and in reply am instructed by my directors to inform you that Mr. David McLean, who has recently acted as manager in London, has, by order of the directors, started from London on a tour of inspection of the Bank's Eastern Branches and Agencies; Mr. Thomas Jackson, lately manager of the Yokohama Branch, has been appointed to act as manager in London, during his absence; and Mr. Rowett has been appointed to act for the same period.

Beyond these appointments no others have been made as regards the London office, or the Inspectorship of the Bank.

I am, Dear Sir,
Yours faithfully,
JAMES GREIG,
Chief Manager.

THE LOSS OF THE "MONGOL."

The *Gazette* of Saturday, 26th ultimo, contains the finding of the Court of Enquiry into the loss of the above steamer. It is as follows:—

FINDING.

1.—We find that the British steamer *Mongol*, Official Number 58,496, 1,463 tons, of London, left Hongkong bound for Japan at 10.30 a.m. of the 12th instant, and that at noon of the same day she struck on a rock—marked on the Admiralty Charts—lying about nine-tenths of a mile East of the South Nine Pin Island, and became a total wreck from five to eight minutes after the time of her striking.

2.—We find that out of a crew of fifty-two and one passenger (the Captain's Wife), the Master, Chief and Fourth Officers, Second and Fourth Engineers, and twelve others, including the Captain's Wife, were drowned.

3.—The Master and Chief Officer being drowned, the Court refrain from expressing any opinion on the subject of the loss of the *Mongol*, but beg leave to offer the evidence for submission to the Board of Trade.

The Court attribute no blame to the survivors, but are of opinion, that, considering the circumstances under which they were placed, they all did their duty.

Given under our hands at Hongkong, this 18th day of December, 1874.

C. MAY,
First Police Magistrate.
H. G. THOMSETT,
Navigating Lieutenant, R.N., and Harbour Master.
H. H. NELSON,
Un-Official Justice of the Peace.
ROBT. MONTEDO,
Government Marine Surveyor.
W. H. POCKLEY,
Commanding British Str. "Orissa."
Confirmed,
A. E. KENNEDY,
Governor and Commander-in-Chief.

THE LOSS OF THE P.M.S.S. "JAPAN."

The official enquiry into the loss of the above vessel was opened at the American Consulate, on Thursday, the 24th ulto., and closed on Monday, the 29th ulto. The Court comprised: H. S. Loring, Esq., Vice-Consul, president; Commander Lewis, U.S.N. *Yantic*; Lieut. Gilpatrick, U.S.N. *Yantic*, and Captain Clough (mercantile marine), American ship *Malay*.

The officers, and a number of the crew and one European passenger were examined. Space will not permit us to do more than give the Captain's evidence, which we subjoin, and from which all particulars respecting the sad disaster may be gathered:—

Edward R. Warsaw said: I am a master mariner, and have been so for eighteen years. I have been in command of steamers for seven years, six of these in the Pacific Mail service. My last command was the steamer *Japan*. I was in command of that vessel when she was destroyed by fire. The fire broke out at 12.25 p.m. on the night of the 17th instant. The first I knew of it was a confusion among the passengers on the main deck, and about a minute afterwards there was a cry of "fire." Upon hearing this confusion, I sprung towards the pilot house door, which connects the pilot house with my room. The second mate, who was the officer of the deck, then called out "fire." I then rang the gong to stop the engine, and at the same time sounded the fire alarm. I ordered all ventilators to be turned from the wind, ported my helm, and ordered the topsail halliard to be let go, in order to bring the vessel to the wind, so as to keep the smoke from the deck. The smoke was issuing from amidships, which was the first indication I saw of fire. It was coming from the fire room ventilator. I then ran immediately to the stairs at the fore hatch to get down on the main deck. I then went to the ashshoot, which is situated forward of the smoke stalk, and over the fire. I saw large volumes of smoke issuing from the fire room. Immediately after the alarm of fire was given, three streams of water were brought to bear upon it, and also three streams on the engine room, from which dense volumes of smoke was also issuing. All available hose and connections were brought into use. We had altogether twenty-one streams bearing on the fire within ten minutes from the time of the alarm. At the same time, we cut holes through the steerage deck on the port side, abreast of the engine and fire room, and applied three streams and covered the holes with blankets. I then gave instructions to the officers with me to cut holes in the after steerage hatch, communicating with the freight deck. I saw large volumes of smoke but no fire. I applied two streams at those holes, and covered the holes with blankets. About that time the chief officer took off the fore hatch to see if he could make out the fire. He could not. The chief officer and myself then went on the after freight deck to see if we could discover any fire. We did not, but saw considerable smoke. I returned forward to the place where the fire was supposed to be in the fire room. The first blaze that I saw was issuing to the ventilators over the forward fire room. During this time all available hose and connections were laid to bring all the hydrants to bear fore and aft, making in all the 21 streams I have already mentioned. I now gave orders to my messenger to tell the Chief Officer to detail men to swing out and clear all boats ready for lowering. That messenger was Sutton, the quartermaster, and I never saw him afterwards. I then went below again to the steerage, cut a hole abreast of the foremast through the deck, and saw fire. At the same time I cut two holes in the fore hatch and applied streams to them. I applied a hose to the former, and then went aft on the port side, pulled the butt out of a hole which we had cut before, and saw fire. Apparently all the deck below, between the engine-room, fire-room and wing bunkers on the port side was on fire. I inserted the hose again into the hole, covered it up, went up on the hurricane deck and saw the third officer and a gang of men swinging the forward boats, the second officer and another gang of men swinging the after boats. During the whole of this time every effort was being made to extinguish the fire. I advised Dr. Tyndal then to make ready to leave the ship and placed the women in his charge, telling him that I thought we would be compelled to leave, and if so he would take them with him. I then went back to the scene of the fire, where my officers and men were doing their utmost to extinguish it. At this time a man ran past me, named Dennon, an oiler, crying out "every man for himself." I called him and asked him who gave him that order, and he said the Chief Engineer. I said if he repeated it again I would blow his brains out, and I ordered him to work with the rest. We fought the fire for about fifteen minutes after this. We found that all our efforts proved unavailing, and that it was rapidly gaining on us, and that the water was failing in supply in the fire engines, caused by the fire and smoke issuing from the fire room and engine room. It would have been impossible for any man to enter that part of the ship. I then started with a view of saving life. I went aft as far as the engine room door on the port side, where the flames cut me off. I then ran forward, passing through the smoke abreast of the ash-shoot, passing round on the starboard side which was the weather side, and aft through the store room and pantry, and thence to the hurricane deck by the saloon stairs. It would have been impossible to go forward then. I took a general survey of the weather side, saw all starboard boats were lowered and from the ship, and those people forward had apparently life preservers on them. I passed over on the port side, and saw two boats still hanging by the davits. At that time several Chinamen made an appearance, together with Mr. Crocker, a saloon passenger, and the ship's storekeeper, and I advised them to get into a boat. Not seeing any one there to assist me to lower a boat, I put Mr. Crocker forward to assist in lowering it. When the boat was down, I sent him down the fall into it. The boat went off, and I did not see him again till I picked him up next day. A few minutes afterwards I saw the second officer standing aft by the forward tackle of the only remaining boat on the ship, abaft the wheel. I then assisted him to lower the boat. In it went all the Europeans and Chinese abaft the fire, which was extending across the ship at the engine room. I then gave orders to the second officer to wait for me, and I returned to the weather side of the quarter deck, took a general survey of the ship, saw that the metallic life raft forward was overboard, saw that the Captain's gig was gone, and the nonpareil raft, and that all the settees on the quarter deck had also disappeared. I opened the door of the engineer's room, called for him, but got no response. I then went aft, lifted the skylight, called out to see if anyone was there, and not getting any reply, concluded to leave the ship. I went over the ship's side at a quarter to one o'clock a.m. on the 18th instant. We shoved the boat clear of the ship, came round under the stern, and used every endeavour to save life. We picked up a number of Chinese, all of whom had life preservers round them. Some of them were floating on chairs, and one was on a coffin. We remained to windward of the wreck until daylight, and then went in search of the other boats. We fell in with and engaged a fishing smack, in which I cruised about, and succeeded in picking up five boats, and saving 117 souls. At about 2 p.m. on the 18th, seeing no more life, I stood in for the land. At 6.30 p.m., about a mile from the land, I communicated with the steamer *Yotung*. The captain kindly took me on board to Swatow. I then took passage in the steamer *Yesso* for this port, and arrived here at 2 p.m. on the 20th. The fire originated I think in the forward bunker.

Captain Lewis—After making the trips from San Francisco to Hongkong, what is done with any surplus coal remaining in the bunkers?

A.—It was generally left there.

Q.—Is fresh coal heaped down upon it?

A.—Yes.

Q.—Is the surplus coal used up first?

A.—No, the fresh and surplus coal is usually used together.

Q.—Was any damp or wet coal taken on board before leaving San Francisco, or at Yokohama, or were the bunkers leaking?

A.—No damp coal was taken at San Francisco, 140 tons, said to be Sydney, was taken on board at Yokohama, and about 480 tons Tokao—a new coal. This latter coal was wet, as it rained heavily during the night we were taking it in. The bunkers were not leaking.

Q.—Was this new coal stowed in the bunker where you supposed the fire originated?

A.—Yes, the coal said to be Sydney was stowed there.

Q.—Were the boats on the steamer always kept provisioned and watered, and filled with oars and sails, compass, and so forth, complete?

A.—They were perfectly fitted and equipped, and examined every day. They were ready to be lowered at a moment's notice.

Q.—Was any provision made by stationing the officers and crew, in case of the emergency of having to leave the ship, to take charge of and lower the boats, and see to the disposal of the passengers?

A.—There was; the second officer and Quartermaster Harris had charge of the eight after boats, with men to swing and lower them. The third officer and boatswain had charge of the four forward boats with men to handle them.

Q.—Were the officers instructed to superintend in telling off passengers and filling the boats after they had been lowered?

A.—They were not.

Q.—Were officers appointed to superintend getting the rafts in the water?

A.—The second officer had charge of the rafts aft, and the third officer the raft forward.

Q.—What was the full capacity of the boats and rafts, for the saving of human life.

A.—The full capacity of rafts and boats was 650, under ordinary circumstances.

Q.—How many life preservers were on board?

A.—1,500.

Q.—Do you take the temperature of the bunkers?

A.—No, the chief engineer does that.

Q.—Were you in the habit of examining the chief engineer's log daily to see that all regulations had been complied with, and that he had taken the temperature of the bunkers?

A.—No. I looked the log over to see the quantity of coal consumed.

Q.—What was the nature of the cargo stowed in the locality where the fire was supposed to have originated?

A.—Flour and fish.

Mr. Loring.—Where is the position of the Chief Officer in the case of fire?

A.—He immediately proceeds to the scene of the fire with his men.

Q.—Were all the officers at their posts on this occasion?

A.—Yes, with the exception of those who were compelled to leave the fire and engine room by the smoke.

Q.—How about the crew?

A.—They were all at their posts, and worked remarkably well.

Q.—Was there any hesitation on the part of anybody?

A.—None whatever. All did what they could.

Q.—Was fire practice and drill gone through at regular intervals?

A.—It was. Every night at eight o'clock I stretched the hose along all the decks.

Q.—When was the last fire drill before the disaster?

A.—On the passage from San Francisco to Yokohama.

Q.—When did you inspect the ship last yourself that night?

A.—About half-past eight o'clock.

Q.—How many boats had you on board?

A.—Twelve metallic life boats, one wooden boat, and two rafts.

Q.—Were they all available for use?

A.—They were, every one of them.

Q.—Were they all made use of that night?

A.—They were, except one boat. It was impossible to get this one away in consequence of the fire and smoke.

Q.—Were the life preservers easily accessible to the Chinese passengers?

A.—They were.

Q.—Did the Chinamen take every precaution to save their lives?

A.—They did, and behaved remarkably well. There was no panic amongst them whatever. All who were picked up had life preservers round them.

Q.—Will you state how many streams were available in case of fire.

A.—24 streams from the engine, and a little hand pump in each end of the ship.

Q.—You have stated that there were 24 streams available, why were they not all brought to bear on the fire?

A.—From the fact that there was not sufficient hose to concentrate all these upon that part of the ship. The hose from the hydrant in the lower saloon, and the hydrant in the after main saloon, and the hydrant in the after steerage were connected with hose in other parts in order to bring as much water to bear on the fire as possible.

We subjoin the full text of the Court's

DECISION.

We the undersigned composing the Court of Enquiry assembled at the U.S. Consulate, on the 24th day of December, 1874, to enquire into the cause of, and circumstances attending, the loss of the P.M.S.S. *Japan*, Capt. E. R. Warsaw, Commander, after hearing and carefully considering all of the testimony adduced in the case, do find as follows:—

That the P.M.S.S. *Japan*, of 4,351.21/100 tons register, registered at the port of New York, sailed from the port of Yokohama on the 13th day of December, 1874, at 4 o'clock p.m., fully manned and equipped in every particular, bound for the port of Hongkong.

That on the night of the 17th of December, when off Breaker Point, at the hour of 11.25, or thereabouts, an alarm of fire was sounded, the approximate position of the ship being Lat. 22.45 N., Long. 116.38 E.

That the fire in our opinion originated in the forward bunker immediately under the freight deck.

That the fire was caused by the spontaneous combustion of the coal placed there when coaling in the harbour of Yokohama, the coal having been taken on board during a violent rain storm, and consequently stowed in a wet and damp condition.

That at the last inspection previous to the fire, the engineer on duty failed to inspect this bunker, although he did inspect all others containing coal, the reason assigned being that no coal had been used from this bunker since 5 p.m. that day.

That at the last inspection of the vessel at 8 p.m. the inspecting officers failed to detect any evidence of the presence of fire.

That such was the condition of affairs at 11.25 p.m., when the first alarm was given and smoke seen to issue from the vicinity of the coal bunker referred to.

That at this moment no flames were seen, only a dense volume of smoke.

That immediately the engine was stopped, a general alarm sounded, ventilators turned from the wind, and in fact, the rules and regulations of the Company, made and provided for such an emergency, strictly complied with, and that the officers and crew at once put forward every effort in their power to subdue the flames.

That under the direction of Captain Warsaw all available streams, some seven or eight in number, were brought to bear in the immediate vicinity of the fire, located in the engine and fireroom at that time.

That all the available fire apparatus was brought to bear on the fire within about 10 minutes, some 21 streams in number.

That the fire apparatus was in excellent condition and was used to its utmost capacity, until the increasing heat prevented the pumps from working.

That everything was done on the part of Captain Warsaw and the officers and crew generally under his command, to save the vessel.

That after all human efforts had proved futile, as shown by the evidence to subdue the fire and save the ship, she was abandoned by all on board at 12.45 on the morning of the 18th, the commander being the last man to leave the ship, but we find that in abandoning the vessel there was an evident lack of organization in lowering and manning the boats properly, although they were properly equipped and provisioned.

That we are of opinion that there should have been established a Boat Station Bill upon this steamer, providing for the emergency of abandoning the ship, with a view to the greater security of the lives of the passengers as well as the ship's company, and to prevent confusion and disorder, as well as the lowering of the boats unauthorised by the commanding officer.

That a more rigid inspection of coal bunkers, a greater care in regard to burning surplus coal first, and a more careful supervision of the condition of the coal when coaling should be exercised, and that the temperature of the coal bunkers should be taken at least once every four hours for the purpose of preventing and detecting any incipient signs of combustion going on in them.

That from all the evidence, we gather the Captain was cool, calm and collected, that he did his duty nobly and well, and exerted himself to the fullest extent to save the vessel under his command, and after her abandonment, in remaining by the wreck until all hope of saving further life was gone.

That we consider the conduct of the chief engineer reprehensible, both in passing an unauthorised order calculated to disspirit the persons engaged in subduing the flames, and in allowing the largest boat, in which he was the only male European, to leave the ship only partly filled, without endeavouring to save the lives of those remaining on board and in the water, although, from the evidence, he appears after reaching the boat to have been suffering from inhalation of smoke, and not to have been actually in command of the boat.

That we consider the great loss of life among the Chinese passengers arose from the communication between the fore and aft ends of the ship (at which latter end most of the boats were placed) being cut off, their paralysation by fear preventing any efforts to save their lives, the roughness of the sea and darkness of the night, and the weight of the money in many cases slung upon their persons, although life preservers were abundant, and were extensively made use of.

H. S. LORING,*
Vice-Consul in charge and President of the Court.
R. T. R. LEWIS,
Commander U.S.N., and Senior Officer present.
W. W. GILLPATRICK,
Lieut. U.S.N., Member.
BENJ. P. CLOUGH,
Master American Ship "Malay."

THE SETTLEMENT OF THE HOOCHOW DISTURBANCE.

(*Daily News.*)

We have much pleasure in publishing the following letter from the Rev. Mr. Meadows, of the China Inland Mission. At the same time we would wish Mr. Meadows to understand that, in commenting on the matter in hand, we had no idea, nor have we now, of making "charges" against the Missionaries. Such was not our intention in any degree. We have always been willing to extend that support to Missionaries, as to other members of the small foreign community in China, which they might reasonably look for from the English Press; and we are willing to testify to the zeal and general ability displayed, not only by Foreign Missions in general, but by the Inland Mission in particular. We are glad of Mr. Meadows' assurance that the statement referred to in our article did not proceed from a Missionary pen, and we fully endorse Mr. Meadows' sentiments in the particular instance. In fact, Mr. Meadows' own remarks are the best justification of our strictures. It is well to remember that there are other communities interested, besides those of foreigners in China; and that if, as we have reason to believe, the article we referred to caused an impression in China the reverse of what was intended, it is unlikely that its effect elsewhere will be helpful to the cause of Missions. We are glad that the settlement has been prompt and as could fairly be wished, and hope that all interested will be able to profit from an occurrence which, though unpleasant at the time, seems likely on the whole to lead to a better understanding between the Missionaries and the native authorities and people:—

(*To the Editor of the North-China Daily News.*)

SIR,—I felt grieved and a little annoyed on reading your leader of 17th, charging the Missionaries implicated in the Huchow disturbance with indiscretion "*at the beginning of the riot*," and also charging them with "rushing to lay their *ex-parte* statement before the public—before even stating the case to H.M. Consul."

As to the first charge, I have only to state that their own Consul—a gentleman as well qualified, at least, to judge of the merits of the case as the writer of your leader—discovered no indiscretion in them "at the beginning of the riot." And as regards the second charge, it is not true; for the Missionaries did first go to the British Consulate to see Mr. Medhurst, but that gentleman not being present, they consulted with Mr. Stronach about the matter, and if from "rushing to lay their *ex-parte* statement before the public," they deprecated the publicity of it in the newspapers altogether. The Missionaries are not responsible for its publication. The "graphic account" was not written by them; they have not written one word to any newspaper whatever about the affair. I regret that the writer of the leader in question should have been so indiscreet as to charge persons with pursuing a line of conduct of which there is no evidence that they are guilty.

Yours very truly,
JAMES MEADOWS.
China Inland Mission.

Ningpo, 19th Dec., 1874.

THE FRENCH AND TONQUIN.

One of the most interesting papers produced for some time was that read by Mr. Cordier, at the last meeting of the local Branch of the Royal Asiatic Society, on Tonquin and recent events there. Although in the last century and the beginning of this Tonquin was the seat of a considerable trade, carried on by the British and Dutch East India Companies, no country seems more completely to have dropped out of recollection. If we seek for any information, we need to have recourse to authorities some fifty or sixty years old at the least. Viewing the present state of Tonquin, it seems strange that it should have supported a foreign trade. It did in these days apparently produce enough silk and musk, and consumed a sufficient quantity of foreign manufactures to make mercantile intercourse profitable. At the present time, its foreign trade is confined apparently almost exclusively to the South of China. Within the last few years, Tonquin has, however, been brought more prominently into notice in connection with the Meikong exploration expedition, which, finding that river unsuited for purposes of commerce, drew attention to the feasibility of a route into Yunnan and the extreme South-west of China by means of the Hungkiang, a river flowing by several mouths into the Gulf of Tonquin. Acting on the hint thus given, a Mr. Dupuis, a Frenchman residing at Hankow, and who had been employed by the provincial authorities of Yunnan to obtain for them arms and ammunition, made preparations to try the new route. Mr. Dupuis seems to have had influence enough with the French Government to obtain the sanction of the Minister of Marine to his scheme, and even succeeded in having the escort of a despatch boat to the mouth of the river. The Court of Tu-duc does not seem to have been consulted about this somewhat unusual expedition, organised for the purpose of carrying through its territory arms for the use of a third state, then engaged in warlike operations near its frontiers. However the once may have been, no active opposition was offered, and Mr. Dupuis was permitted to carry his venture through into Yunnan. We are not acquainted with the facts, as to whether or not Mr. Dupuis had made a previous contract with the provincial authorities. It mattered, however, but little, for Tuliffa having fallen, and the rebellion in Yunnan being practically at an end, the Chinese officials left the warlike stores on Mr. Dupuis' hands. As it would have been practically impossible to carry his war material across Yunnan till he arrived at the head waters of the Yangtsze, no other course remained for him, therefore, but to return by the route which he had taken through Tonquin. On arriving there, the action of the Chinese officials left him without money or coal, and Mr. Dupuis, apparently, finding himself in comfortable quarters, seems to have determined to remain where he was, in a state of semi-independence, and protected by Chinese soldiers whom he had hired for the purpose. The Tonquinese Government, naturally aggrieved at this position of affairs, complained to Saigon of Mr. Dupuis' conduct. The latter replied that he could not leave without money, which eventually was supplied through the good offices of the Governor of Saigon. Still Dr. Dupuis does not seem to have shown symptoms of leaving and to reiterated complaints at Saigon, the answer was given that they might expel him themselves. Fearing to compromise themselves, they asked for a man-of-war to be sent, and this appears to have first suggested the idea of the expedition which afterwards was sent to "restore order." In that expedition Lieut. Garnier lost his life, under circumstances which have hitherto precluded our gaining any definite information as to the instructions under which he acted. Mr. Cordier's paper was to some extent an apology for Lieut. Garnier's action, and taking Lieut. Garnier's previous life and conduct into account, we may acknowledge that on his part at least, he was acting under orders from his Government. The subsequent course of events was most unfortunate. Lieut. Garnier does not seem to have conceived it to be consonant with his instructions to assist the Tonquinese Government in getting rid of their unbidden guest. Instead of doing so, he at once announced himself as Governor of Hanoi, and hereupon commenced a series of attacks and reprisals which eventually led to the lamented death of Lieut. Garnier. The results have been hardly consonant with the amount of odium gained by the French authorities. In the *North-China Herald* of April 13th last, we reviewed the treaty entered into between the French and the Government of Annam, and which stipulated for the opening of this very port of Hanoi. Beyond the fact of the existence of the treaty, little has been done. The French Government has apparently seen the indefensible nature of its connection with Hanoi, and has withdrawn gradually from the odium which a further exercise of force would surely have entailed. In doing so, it has not been loyal to the memory of Lieut. Garnier. The escort sent with M. Dupuis to assist him in his adventure to carry arms through independent territory, the raising of the money subsequently to pay his expenses, and the sending of the second expedition, were all the direct acts of the French authorities themselves, and for that certainly Lieut. Garnier could not be held responsible. It is possible that an exaggerated sense of duty led him to the commission of acts which in cooler moments he would not have undertaken; but, beyond this, he is free from the undoubted stigma which must attach to the French authorities for the result of their recent action in Tonquin.—*N. C. Herald.*

MR. WADE AND THE FORMOSA DIFFICULTY.

The immediate effects of a man's actions may often be very unlike what might reasonably have been predicted. Often an ill course of conduct results in good, while more frequently the best intentioned, and best carried out, policy meets with but an inadequate reward. It is thus that the British Minister's arbitration in the dispute between China and Japan seems to have resulted. Now, while we have been willing to afford ventilation to other opinions, our own have decidedly concurred in this matter with Mr. Wade's. It was his clear duty, as the representative of Great Britain, to endeavour to procure a friendly settlement of the dispute, and his success in achieving this shows that both parties to the quarrel were equally glad of the *deus ex machina* to get them out of an embarrassing situation. Whether Mr. Wade thinks too highly or not of the success attending his endeavours, is a matter with which we have nothing to say. It is also a matter of no moment in our present position whether he acted on his own responsibility or on orders from the Government at home. Mr. Wade did what was clearly right, and having done this he has fallen in for some of the abuse which so frequently falls to the lot of the man acting from a sense of duty. With regard to the immediate effects of the settlement, there can be no reasonable doubt in any man's mind, Mr. Wade's included, that a little struggle would probably have resulted in much good for China. The lesson of humiliation was not deep enough, and China scarcely comprehends the ridiculous figure she has cut. Even now that she is out of the bush, some of her officials brag that she alone conquered Japan, but somewhat inconsistently they mix this brag of their own prowess with abuse of the action of the British Minister. What right had Mr. Wade to interfere between her prowess and its natural results—the utter annihilation of Japan? It does not occur of course to the half reasoning Chinese statesman that Mr Wade did not interfere till he was asked, or at least given to understand that his mediation would be acceptable, and that that mediation in no respect assumed the form of a threat. In point of fact, that, while wishing to preserve the peace of the Far East, Great Britain had other interests besides interfering to adjust a quarrel between China and Japan to the advantage of one or other. There are cases where intervention may be dictated by consideration of kindred or of political good faith, but whether Japan or China got worsted in this affair was a matter with which Great Britain as a power was concerned in the most infinitesimal degree. On the other hand, there are those of Mr. Wade's own countrymen who argue that he should have made his good offices an occasion for demanding the prompt settlement of some of the causes in dispute between Great Britain and China. There are of course no moral reasons against such a course of conduct. The benefit be conferred was great and immediate, and he might fairly have made it a matter of bargain. It certainly seems almost a pity that he did not take the opportunity, and demand at once the removal of that bugbear the Woosung Bar. Other little matters, such as the continued obstructiveness of the officers in charge of the internal barriers and the levying of differential duties, had almost as great a claim. On the other hand, his claim with reference to the removal of these points of the dispute would undoubtedly be weakened by such a line of conduct. Were the British Minister to proceed, as a matter of bargain, to stipulate for the fulfilment of solemn obligations, a road would probably be opened for future operations of the same nature. The debit and credit stipulations of Sir Rutherford Alcock's convention have to a considerable extent impeded the adjustment of many of our relations; and a return to such a policy, while it would be undignified, would also more or less lower our position with regard to the infraction of treaty rights. Another ground for attacking Mr. Wade's arbitration is, however more specious. The breaking out of warlike operations with Japan would impress on the Chinese still more than anything that has occurred, the necessity of moving along at a quicker pace and in a different manner, and the kindest act towards her would be to have permitted her to see the natural consequence of her own ignorance and inflated pride. Doubtless China does require such a lesson, and the sooner she gets it probably the better. There are many other considerations, however, to be taken in hand. The lesson would probably not result in an unmitigated good. The relations of the several Powers in the East are of such a nature that, in some respects, it is best perhaps to incline towards preserving the *status quo*; not that we should be again justified, as we did in the Taiping affair, in propping up the present Government at Peking. If that Government will go, by all means let it do so. In the present instance, if it offended, it also had respectable claims of its own. It was only common justice, in such a case, while carrying on professedly friendly intercourse, to give such advice when called for as would most conduce to the settlement of an aimless dispute.—*N. C. Daily News.*

THE ANNUAL REPORT ON THE COMMERCIAL RELATIONS BETWEEN THE UNITED STATES AND FOREIGN NATIONS.

The reports on the Commercial Relations of the United States, presented by the various Consuls to the Secretary of State, have this remarkable peculiarity, when compared with other official documents, that they are issued reasonably within time. We have the Statistics of Trade in China thus made up to September 1873, and considerable care seems to have been taken in their preparation. As is meet, the reports of the Consuls in China are prepared by two dispatches from Mr. Low, late U.S. Minister at Peking. Neither contains very valuable information, while the first is mainly devoted to an attempted exculpation of the present Inspector-General of Foreign Customs. In the volume of "Commercial Relations" for 1871, the U. S. Consul at Amoy had made certain strictures against that gentleman, and had fallen into an error very usual at that time, and since, of over-estimating the importance of his office. It is satisfactory to find Mr. Low defining his position thus:—"Mr. Hart is an official employed and paid by the Chinese Government to superintend the collection of the revenue from foreign trade, and to perform other kindred duties." Mr. Low then goes on to state, that, "if the Inspector-General of Maritime Customs is the high officer referred to in the treaty, of which there can, I imagine, be no question, I am unable to discover," &c. Now Mr. Hart is, we are very sure, not the high officer referred to in the treaty, which evidently contemplates the appointment of a Chinese Superintendent of Foreign Trade. But the error was one into which an ordinary Consul was very likely to fall. Whatever his own opinions, he found Mr. Hart accepted by his superiors at Peking as the all-powerful confidential right arm of the Chinese Government, and he simply followed the lead of his superiors. Mr. Low, in his second despatch, discovers that "the foreign and coastwise trade of the United States" constitutes 36.88 per cent. of the whole foreign trade of China, and contributes 33.66 per cent. of all the revenue collected by the Foreign Customs department." It is somewhat difficult, however, to reconcile this statement of the Minister with the facts. Indeed, in the very next page it appears that of the 189 millions of taels returned as the total trade of the treaty ports of China with the world, less than 14 millions are credited to the United States; and accepting Mr. Low's complaints as to Hongkong taking away a great deal of legitimate American trade, we will throw in the whole lump of the colonial trade, 36 millions, and still find that Mr. Low's estimates are exaggerated. We do not wish to depreciate the enterprise of our fellow-residents, but misstatements like these are likely to engender more ill feeling, when repeated, than will their exposure in the first instance. On the general results of the tables of foreign trade in China, we do not now intend to comment. Great care has evidently been taken in their compilation, and for residents in the United States, to whom the statistics published by the Foreign Customs in China are not readily accessible, they are no doubt invaluable. Many of the remarks and suggestions put forward by the various Consuls are excellent, and deserve notice at the hands of the U.S. Government. Many, again, are re-statements of facts with which we are perfectly familiar; but which, judging from results, do not seem to be appreciated at their full value by those concerned. Mr. Henderson, at Amoy, finds that the Chinese have an "uniform system of bankruptcy." This, however, consists in the mandarins getting hold of the money to be realised and—keeping it. Doubtless, they do so when they can, and occasionally something not very unlike this happens in other countries. Mr. Jewell, at Canton, gives an elaborate sketch of the city and country around, and well-compiled tables of the trade of the port, which may be read with interest and instruction even by residents. It seems a pity that the disjointed tenure of office in the U. S. Service should result in the removal of an efficient officer at the moment when experience of office was coming to his aid. We do not endorse Mr. Jewel's remarks about the opium trade; but seen from his standpoint, and with his comparatively limited experience of China and Chinese trade, we perfectly sympathise with his arguments. If opium smoking, and its consequent evils, were to be put an end to by stoppage of the foreign trade in the article, there might be some practical utility in these efforts of philanthropists. But in the first place, our statistics show us that the only effect of stopping foreign import would be to increase in the same proportion the native production; and in the second place, we would hesitate to state that opium, with all its undoubtedly bad consequences, is an unmitigated evil. Colonel Flint's remarks about the trade of Chinkiang are as well put together, and so true in point of fact, that it seems a pity personal circumstances prevented his views from gaining the ready acceptance to which they were entitled. Colonel Flint points out the undoubted advantage accruing to native and foreign trade by the short relaxation which permitted for a time internal produce to get to a reasonable market. He makes sensible remarks, too, as to the advisability of the U. S. Government obtaining the services of responsible interpreters. There is little doubt that American influence in China suffers through the want of organisation in the Consular service. Mr. Seward's report, on the trade of Shanghai and the general interests of foreigners in China, deserves notice as a statesmanlike essay on the entire subject. Mr. Seward, with the additional experience which a further term of office has given him, is prepared to modify his former views. The time has come, he tells us, that some modification should take place in the policy advocated by Sir Frederick Bruce and Mr. Burlingame. At the time that policy was introduced, China was in great straits, and "a policy of generosity, of forbearance, and of cordial support, was altogether appropriate." Now, the position of affairs is altogether different, and different measures are needed. "The duty, then, was to tide over the period of difficulty. The duty, now, is to fulfil the natural and right duties of Government. These consist, amongst other things, in the promotion of commerce, mining and manufactures; the establishment of highways, canals and railroads; the diffusion of education, &c." We need not say that we fully endorse Mr. Seward's views on these important matters, yet we have our own doubts as to whether the policy of Sir F. Bruce and Mr. Burlingame did not really lend in some measure to the present stagnation of affairs in China. They had it in their power, as no Ministers have had it since, to urge on the Chinese the necessity of undertaking practical reforms. Those reforms at the time would have conduced to the rapid settlement of affairs, and must ere this have produced a real and living change. That opportunity was neglected; the car of state has got again into its old ruts, and the gentle pressure which then would have turned it into new ways must now probably, to be efficient, be supplemented by force. The objects enumerated by Mr. Seward as amongst the first duties of government, are those very things against which the Chinese Government has, as matter of steady and consistent policy, set its face. In fact, they are utterly subversive of its ideas of governance—the profit of the rulers and the keeping in abject subjection of the people. The stronger the present Government becomes, or thinks it has become, the less disposed will it be to alter or amend this state of affairs. A slave driver does not choose the moment when he has got his unruly charges into order, to grant them their freedom; and as we have yet to learn that the Government of China is actuated by one generous instinct, we may equally predict that it will yield only when necessity impels it. We quite endorse Mr. Seward's closing remarks, more especially with regard to the recent policy of England in China. It is well occasionally to see ourselves as others see us, and Mr. Seward's opinions on this subject are not altogether flattering to our national prestige.—*N. C. Daily News.*

ANNUAL REPORT OF THE SHANGHAI GENERAL CHAMBER OF COMMERCE, 1873-74.

Shanghai, 19th December, 1874.

The last Annual Report of the Committee was presented to the Meeting of 21st November, 1873, when the following gentlemen were unanimously re-elected as the Committee for the current year, namely—Messrs. F. B. Johnson, R. I. Fearon, D. Reid, F. H. Bell, M. S. Gubbay, A. Paterson, A. A. Hayes, Junr., F. Nissen, F. B. Forbes and J. T. Braid.

Mr. Johnson was elected Chairman, and Mr. Fearon Vice-Chairman.

Messrs. F. H. Bell and D. Reid having resigned, on their departure from the port, Messrs. E. H. Lavers and W. Lang were invited by the Committee to fill the vacancies. Mr. Hayes having also left, was succeeded by Mr. Purdon, and on the resignation of Mr. Johnson, Mr. Keswick took that gentleman's place on the Committee; Mr. Fearon was then chosen as Chairman, and Mr. Keswick as Vice-Chairman.

The past year has not been an uneventful one as regards either the Commerce of the Port or the political events which has supervened, but the Committee regret that no satisfactory solution has yet been arrived at of the difficulties which for some time past have tended to cripple more or less directly the Foreign trade with China.

The action of the local officials at Hankow, with respect to Transit Passes, and the inaction of the Tsung-li Yamen as regards the Woosung Bar, are glaring instances of that indifference of the Chinese Government to their own duties, and to the Treaty rights of Foreign merchants, which has been a constant subject of complaint. In the case of the Woosung Bar, your Committee have pleasure in recording the recent efforts of His Excellency Mr. Wade, and of his colleagues, to bring the Imperial Government to a sense of the urgent necessity for some immediate measures on its part towards clearing the approaches to this port. That these efforts have hitherto been unsuccessful, and that, in spite of all that has passed, the highest Native Authorities should have declined to move in the matter, on the ground that the Woosung Bar is a natural and heaven-sent defence to Shanghai, are deplorable facts which need little comment.

It is improbable, however, that such an excuse for disregarding an obvious and pressing duty will be accepted without protest by the Foreign Ministers; and now that the political complications with Japan are happily arranged, it may be hoped that the coming year will see some vigorous action inaugurated in the right direction. There

Notices of Firms.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT, under the Firm of
WIELER & Co.
OSCAR WIELER.
tf 2137 Hongkong, 19th December, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

MR. HENRY LISTON DALRYMPLE and Mr. JOHN GORDON TALBOT HASSELL have this day been admitted Partners in our Firm.
Mr. GEORGE HALES is authorised to sign our Firm by procuration, at Foochow.
BIRLEY & Co.
3m 5 Hongkong, 1st January, 1875.

NOTICE.

THE Business hitherto carried on under the name of J. LEMBKE will, after this date, be styled
JUSTUS LEMBKE & Co.
1m 17 Hongkong, 1st January, 1875.

THE Interest and Responsibility of Mr. RICHARD ROWETT in our Firm at this Port and in China ceases from this day.
HOLLIDAY, WISE & Co.
1m 18 Hongkong, 31st December, 1874.

THE Interest and Responsibility of Mr. RICHARD LOVETT COLLER in our Firm ceased yesterday, and Mr. JAMES BROWN McCULLOCH is admitted a Partner from this date.
HOLLIDAY, WISE & Co.
1m 19 Manila, 1st January, 1875.

NOTICE.

MR. FRANK LEYBURN is authorized to sign our Firm at Foochow from this date.
PURDON & Co.
1m 4 China, 1st January, 1875.

NOTICE.

WE, the Undersigned, have Established ourselves at this Port as MERCHANTS and COMMISSION AGENTS, under the style and Firm of JOHNSTON & Co.
W. CUNNINGHAM JOHNSTON,
J. ALEXANDER.
3m 1 Amoy, 1st January, 1875.

NOTICE.

I HAVE this day Established myself as a SHIP-BROKER at this Port.
E. C. RAY,
Peddar Street.
1m 11 Hongkong, 1st January, 1875.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT, under the Firm of
C. F. GROSSMANN.
1m 3 Hongkong, 1st January, 1875.

NOTICE.

MR. PESTONJEE EDULJEE KHAMBATTA is authorised to sign our Firm in Hongkong and China from this date.
TATA & Co.
141 6 Hongkong, 1st January, 1875.

NOTICE.

WE have this day admitted Mr. ALFRED ROWE and Mr. FREDERIC BURGESS SMITH, Partners in our Firm.
THOMAS & MERCER.
tf 2 Canton, 1st January, 1875.

NOTICE.

MR. ERNEST RENNELL is authorized to sign our Firm, per procuration, from this date.
COARE, LIND & Co.
7d 14 Canton, 1st January, 1875.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.
OFFICE:—*No. 50, Queen's Road Central.*
ED. CHASTEL.
3m 1813 Hongkong, 1st November, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

For Sale.

FOR SALE.

CHAMPAGNE:—
TH. ROEDERER GLADIATEUS, ... Pints.
KRUG, Red Seal, ... do.
DE ST. MARCEAUX CARTE BLANCHE, do.

BURGUNDY WINES:—
CHAMBERTIN.
CORTON.
NUITS.
VOLNAY.
BAUNE.

HOCK:—
LIEBFRAUMILCH.
RUDESHEIMER.
JOHANESBERG.
HOCKHEIMER.

CLARETS:—
CHATEAU LAFITTE, Quarts.
" " Pints.
" LEOVILLE, Quarts.
" MARGAUX, Quarts.
ST. JULIEN MEDOC.
ST. EMILION.
MESS CLARET.
CLARET in Casks, Superior Quality.

BRANDIES AND OTHER:—
COURVOISIER CURLIER FRERES.
JAS. HENNESSEY **
Do. ***
JULES ROBIN.
CUTLER AND PALMER GIN.
Do. WHISKY.
AVH GIN, in Square Bottles.
Apply to
E. CHASTEL,
No. 50, Queen's Road Central.
tf 1825 Hongkong, 3rd November, 1874.

FOR SALE.

A CARGO of Best
MANILA HARDWOOD,
including LOGS, 96 feet long and 26 inches square, to arrive per French Barque "*Amiral Devoux*," shortly expected from the Philippine Islands.
For Particulars and Terms, apply to
CARLOWITZ & Co.
tf 1850 Hongkong, 9th November, 1874.

FOR SALE.

L. TAMPIER & CIE'S, BORDEAUX.

CLARET—Medoc, St. Julien, St. Estephe, Chateau Lagrange, Chateau Palmer, Chateau Lafite, Pommard, Chambertin, Graves, Chateau La Tour Blanche, in cases of 1 doz. Quarts and 2 doz. Pints.
CHAMPAGNE—Carte Noire, Carte Blanche, Carte Verte, Carte D'Or, in Quarts and Pints.
COGNAC—Fine CHAMPAGNE, Superior.
CHAMPAGNE, in Quarts and Pints, of B. & E. Perrier, Chalons.
Otard Dupuy & Co.'s COGNAC.
LANDSTEIN & Co.,
Agents.
tf 994 Hongkong, 26th June, 1874.

For Sale.

SAYLE & CO.,
SILK MERCERS,
LADIES' AND CHILDREN'S OUTFITTERS,
GENERAL DRAPERS,
HOSIERS, HABERDASHERS,
DRESS MAKERS AND MILLINERS,

ARE now SHOWING their STOCK of
NEW GOODS
for the
AUTUMN AND WINTER SEASONS,
Comprising the Latest NOVELTIES in each Department.
BLACK SILKS
of the best makes.
COLORED SILK.
BLACK AND COLORED VELVETS.
BLACK VELVETEENS.
SERGES, REPPS,
and all the
NEW MATERIAL for DRESSES.
COSTUMES AND POLONAISES.
MANTELETS, JACKETS,
AND
SHAWLS.
LACE GOODS.
RUFFLES AND RUFFLING.
SASHES
AND
SASH RIBBONS.
SILK SCARVES.
HOSIERY, GLOVES,
FLOWERS, FEATHERS,
BABY LINEN
AND
LADIES' UNDERCLOTHING.
LADIES' AND CHILDREN'S
FELT HATS.
TRIMMED HATS AND BONNETS.
WOOL GOODS
of all kinds.
PERFUMERY.
&c., &c., &c.

SAYLE & CO.,
SILK MERCERS,
LADIES' AND CHILDREN'S OUTFITTERS,
GENERAL DRAPERS,
HOSIERS, HABERDASHERS,
DRESS MAKERS AND MILLINERS.
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG
AND AT SHANGHAI.

FOR SALE.

HENRY RITCHIE'S SUPERIOR PALE SHERRY.
T. G. LINSTEAD.
2188 Hongkong, 21st December, 1874.

CHEROOTS, CIGARS.
Campbell's Plantation Brand CIGARS.
Campbell's Dindigul Brand CHEROOTS.
Campbell's Trichinopoly Brand CHEROOTS.
TERMS—Cash.
Apply to
(MESSRS. CAMPBELL & Co.,
Plantation Works,
Dindigul,
730] *Madras Presidency.*

ESTABLISHED IN 1820.

C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS,
AND GENERAL FURNISHING
CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English-makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from

LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1485

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/ₒ) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/ₒ) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 °/ₒ on Risks East of Singapore, and of 20 °/ₒ on all other Risks.
VOGEL, HAGEDORN & Co.,
Agents.
1043 Hongkong, 1st September, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 °/ₒ) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/ₒ) on Local Risks only.
RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 4th June, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 °/ₒ) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/ₒ.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	¾ " "
Godowns, Offices, Shops, &c., and their Contents	1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days,	¼ of the annual rate.
Not exceeding one month	½ "
Above 1 month, and not exceeding 3 months	½ "
Above 3 months, and not exceeding 6 months	¾ "
Above 6 months	the full annual rate.

GILMAN & Co.,
Agents.
tf 1903 Hongkong, 8th May, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 67 Hongkong, 1st May, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/ₒ) on Local Risks only.
AUGUSTINE HEARD & Co.,
General Agents.
tf 876 Hongkong, 4th June, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/ₒ) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.
On risks to all other ports, the brokerage will be ten per cent. (10 °/ₒ) only.
WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/ₒ on the premia.
EDWARD NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.
AUGUSTINE HEARD & Co.
tf 471 Hongkong, 1st March, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.
THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 18th November, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN
Agent.
1y 943 Hongkong, 18th June, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1835 Hongkong, 25th August, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 °/ₒ for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 °/ₒ allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

F. KRUPP'S CAST-STEEL WORKS' ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL.
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper, ... $1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Vessels on the Berth.

FOR SINGAPORE AND PENANG.

THE Steamship
"ARRATOON APCAR,"
Captain Schultz, will be despatched for the above Ports on MONDAY, the 11th inst., at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
5d 33 Hongkong, 6th January, 1875.

FOR SINGAPORE AND PENANG.

THE Steamer
"CARRISBROOKE"
will leave for the above Ports on MONDAY, the 11th instant.
For Freight or Passage, apply to
SHUN CHONG,
Queen's Road West.
5d 34 Hongkong, 6th January, 1875.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

THE Steamship
"FLEURS CASTLE,"
expected here about the 12th inst., will have immediate despatch.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
tf 37 Hongkong, 6th January, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.

THE Company's Steamship
"MENELAUS"
will be despatched on or about the 8th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
2178 Hongkong, 6th January, 1875.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI,
Taking Cargo and Passengers at through rates for
HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship
"SARPEDON"
will be despatched on or about the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
2191 Hongkong, 6th January, 1875.

FOR MANILA.

THE A 1 Spanish Schooner
"ROSALIA,"
Treneoja, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 2197 Hongkong, 31st December, 1874.

FOR NEW YORK

THE A 1 British Ship
"COMMISSAY,"
Hunter, Master, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 2152 Hongkong, 23rd December, 1874.

FOR NEW YORK.
(To follow the British Barque "Chinaman.")

THE A 1 American Barque
"CHATTANOOGA,"
having the greater portion of her Cargo engaged, will load at this port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2118 Hongkong, 17th December, 1874.

FOR HAMBURG.

THE German 3-masted Schooner
"DELPHIN,"
T. W. Lilienthal, Master, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
WM. PUSTAU & Co.
tf 2108 Hongkong, 16th December, 1874.

NOTICE.

FOR NEW YORK

THE A 1 British Barque
"CHINAMAN,"
having the greater portion of her Cargo engaged, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2053 Hongkong, 8th December, 1874.

FOR LONDON.

THE A 1 British Ship
"TITANIA,"
Captain England, will load here and at Whampoa, (also at Macao, if sufficient inducement,) and will have early despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 2000 Hongkong, 3rd December, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship
"MORNING LIGHT,"
2,377 Tons, Captain Obaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR LONDON.

THE A 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

FOR LONDON.

THE A 1 British Ship
"KINFAUNS CASTLE,"
James Dodds, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co.,
Canton.
tf 1889 Hongkong, 14th November, 1874.

THE HONGKONG WHARF AND GODOWNS,
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOW ON SALE.

BOUND VOLUME of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

Vessels on the Berth.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*THIBET*," Captain C. H. EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 7th January, 1875, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 6th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 28th December, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, *via* Yokohama, on WEDNESDAY, the 13th instant, at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.
At New York and Aspinwall, Passengers have selections of various lines of Steamers to England, France and Germany.
Freight will be received on board until 4 P.M. on the 12th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, January 4th, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 14th January, 1875, at noon, the Company's Steamship "*ANADYR*," Commandant RIGODIT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 13th January, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 31st December, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of
PERFUMERY and TOILET REQUISITES.
tf 975 Hongkong, 19th June, 1873.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives, themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.
TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

Post-Office Notifications.

A mail will close
For Saigon and Bangkok.—Per *Danube*, today, the 7th inst., at 2.30 P.M., instead of at the time previously notified.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*THIBET*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 7th January, 1875, at Noon.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 6th January.
The Post-Office will be open until 6 P.M. on the 6th January.
Letters, &c., may be posted during the night in the box left open for their reception.
Letters for registration will be received until 10 A.M. on the 7th January.
Letters may be posted until 10 A.M. on the 7th January, without late fee.
Letters posted after 10 A.M. on the 7th January, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.
The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 7th January.
Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 28th December, 1874.

MAILS BY THE "*UNITED STATES PACKET.*"

The United States' Mail Packet "*ALASKA*" will be dispatched on WEDNESDAY, the 13th instant, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States, and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama and the United States must be superscribed per "*ALASKA*," and that addressed to the United Kingdom must be superscribed "*vià San Francisco.*"
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 4th January, 1875.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*ANADYR*" will be dispatched on THURSDAY, the 14th instant, at noon, with the Mails,—
To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Calcutta, Madras, Bombay, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.
The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 14th instant, after which no Letters can be received.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 13th instant.
Letters for Registration will be received until 10 A.M. on the 14th instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 1st January, 1875.

It is hereby notified for general information that, on and after the 1st January, 1875, the Postage on Correspondence forwarded by *Private Ship* to the Straits Settlements must be prepaid at the following rates, viz.:—
For Letters, ... 8 cents per ½ ounce.
For Papers, ... 2 " each.
For Book Packets and Packets of Patterns, ... 6 " for each 4 ounces.
The registration fee on such correspondence is Twelve cents for each Letter, Paper or Packet.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 23rd December, 1874.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet vià Brindisi.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mozambique, Delagoa-Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.
F. W. MITCHELL
Postmaster General.
General Post-Office, Hongkong.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the privilege of sending such articles through the Post at the rates of postage applicable to them is restricted to *bonâ fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination vià Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—
For Letters, ... 24 cents per half ounce.
For Newspapers, ... 8 " each.
For Books and Patterns, not exceeding 1 ounce 4 cents.
" " 2 " 6 "
" " 4 " 12 "
every additional 4 " 12 "
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States, Packets vià San Francisco, will be as follows viz.:—
For a packet not exceeding 1 ounce in weight, ... 2 cents
For a packet above 1 ounce not exceeding 2 ounces, ... 4 "
For a packet above 2 ounces not exceeding 4 ounces, ... 8 "
and eight cents for every additional four ounces.
These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Printed and Published by WILLIAM H. BELL, Wyndham Street, Hongkong.